ATLANTIC FISHERMAN

MAY 24 '44 MAY, 1944

. . . helps the Fighting French Get Across!

● To build a ponton bridge, you begin by getting a length of rope to the bank beyond. Throughout the construction, rope is an indispensable aid. And when the bridge is finished, rope is still much in evidence.

The photo shows French troops crossing the Volturno River in Italy, on their way to settle a score with the despoilers of their country, pending since the French-German armistice of 1940. Notice that each ponton is anchored with rope, and further secured by another rope laid parallel above the bridge.

Wherever our fighting men go, rope goes with them. That's why you may not at times be able to buy all the rope you want. And that's why the rope that you do have should be handled with the utmost care, for

ROPE IS A SINEW OF WAR

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City", N. Y.

COLUMBIAN ROPE carries the fight to the enemy!

Boston Office and Warehouse **38 Commercial Wharf**

puts strength and life in netting!

Perfectly twisted and laid, absolutely uniform twine is one of the big, important reasons why you'll always get *top service* and *satisfaction* out of the Gold Medal Netting you use.

For this reason, we make *our own* twine, in *our own* mills, from specially selected cotton. This twine—before it goes on our netting machines—is carefully tested and inspected. Thus, we insure the constant, dependable high quality of Gold Medal Netting—the *best buy* in netting for more than 100 years!

GOLD MEDAL NETTING means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement. This is your assurance of dependable quality.

The AMERICAN NET and TWINE Division
OF
The LINEN THREAD CO., INC.
60 EAST 42nd STREET NEW YORK 17, N. Y.
Baltimore 3, Md. Boston 10, Mass. Chicago 10, Ill. San Francisco 5, Cal. Philadelphia 6, Pa. Gloucester, Mass.

All Hands Depend Upon

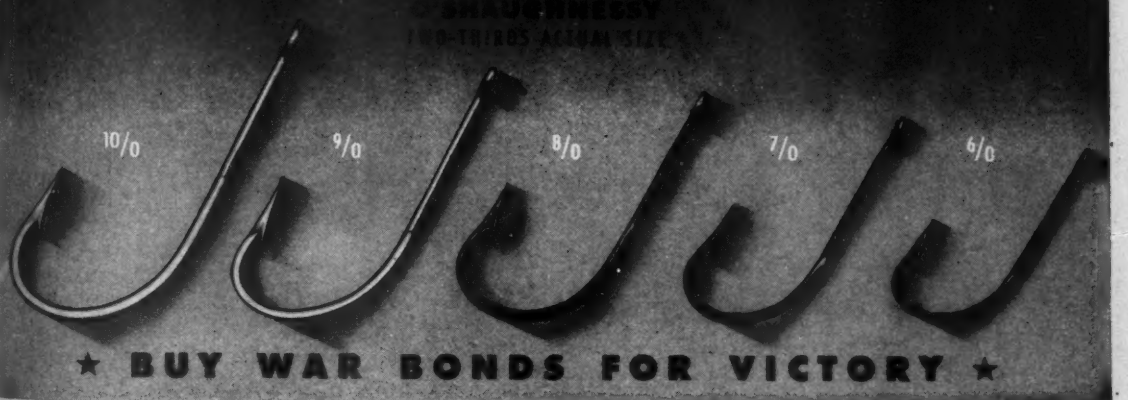
PFLUEGER FISH HOOKS

(PRONOUNCED "FLEW-GER")

Much of the success of every trip out for fish depends upon the hooks used. Hooks should be strong enough to hold their shape —have points that *stay sharp*—and a smooth finish that resists rust and corrosion. On thousands of commercial fishing vessels, all hands on board depend upon the quality construction built into hooks bearing the name "PFLUEGER." They find that PFLUEGER Hooks save time and work baiting—have strength to hold heavy, fighting fish—and, save money in long service. For profitable catches with money saved, take Pflueger Fish Hooks—made from 79 years of fish hook experience. If you do not have a dealer who can supply you with PFLUEGER Hooks, write us and we will tell you who sells our product in your locality.

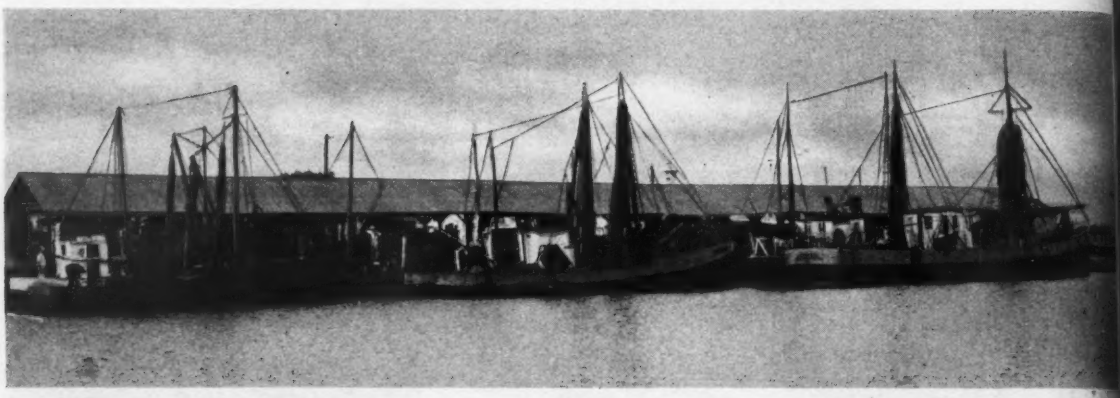
THE ENTERPRISE MFG. CO.
AKRON, OHIO

PFLUEGER
A GREAT NAME IN
TACKLE



★ BUY WAR BONDS FOR VICTORY ★

A stout-hearted engine in any man's boat



Fleet of five fishing boats owned by C. F. Cropper, Ocean City, Maryland. All are powered by "Caterpillar" Diesel Engines

C. F. CROPPER, OCEAN CITY, MARYLAND
Owner of the fleet

LIKE any piece of machinery, a "Caterpillar" Diesel Marine Engine has a "normal life expectancy." But that doesn't mean it falls down on the job just because its time is supposedly "up."

• Actually, hundreds of "Caterpillar" Diesels are still giving fishermen 24-hour-a-day service long past their estimated life. These husky power-plants are rated for full-speed, full-load continuous operation. It's because they keep right on delivering this kind of service that so many fishermen are thankful they have a "Caterpillar" Diesel below deck these trying times.

• Of course, right now most new "Caterpillar" production is needed by our Armed Forces to do a thousand and one jobs for Victory. So if you're lucky enough to own a "Caterpillar" Diesel Marine Engine, take good care of it.

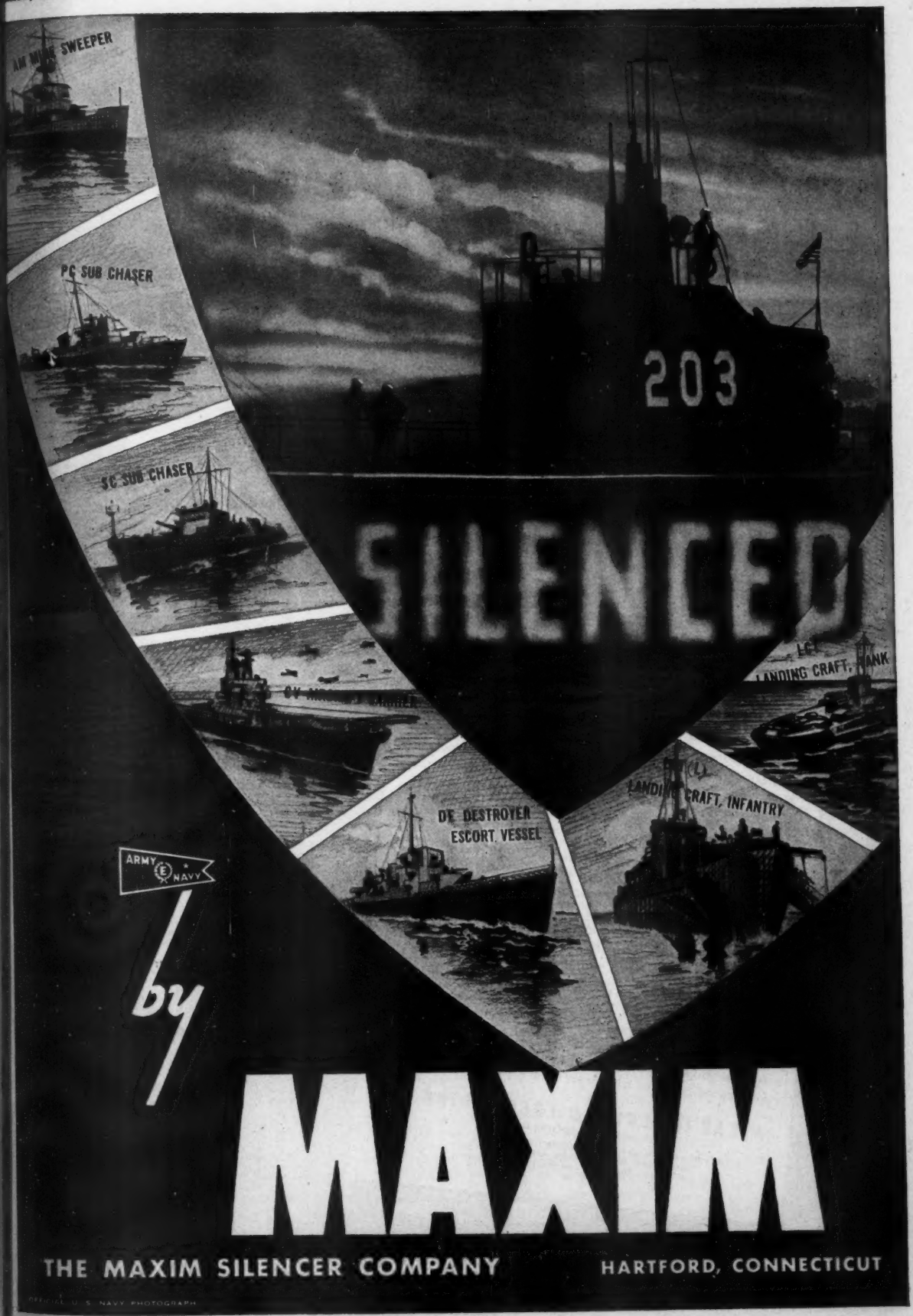
• Your "Caterpillar" dealer wants to help and is prepared to give you expert service, maintenance, inspection and repair. And if you're qualified to obtain a new "Caterpillar" Diesel, he'll gladly explain how you can apply for it.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

CATERPILLAR DIESEL

REG. U.S. PAT. OFF.

TO WIN THE WAR: WORK—FIGHT—BUY U. S. WAR BONDS!


AM MINE SWEEPER
PC SUB CHASER
SC SUB CHASER
203
SILENCED
LC
LANDING CRAFT, TANK
DE DESTROYER
ESCORT, VESSEL
LANDING CRAFT, INFANTRY
ARMY E NAVY
by
MAXIM
THE MAXIM SILENCER COMPANY
HARTFORD, CONNECTICUT
OFFICIAL U. S. NAVY PHOTOGRAPH

A Word of Thanks and a Promise—

ATLAS Imperial DIESEL ENGINES

● **The preference** for Atlas Diesels by leading boat builders and fishermen has long been a recognized fact . . . but in recent months we have been more conscious of this preference than ever. Our ability to accept but a few of the many engine orders which boat builders and fishermen desired to place with us has caused the management a great deal of concern. However, we know you realize why we have been unable to accept your orders, and we express our thanks and regrets—thanks for wanting the best, and regrets that you have been forced to accept a substitute.

We promise to continue to build the engine you prefer—the kind of Atlas Diesel which has always been recognized as tops for economy and reliability. We promise to keep abreast of all engineering developments and incorporate improvements in design only when such improvements have been tried and proven. We do not intend to use war time innovations or questionable products of "advanced engineering" at the expense of the boat owner.

We promise to maintain and expand our unequaled service facilities . . . available for so many years from Alaska to Gloucester, Mass., so you can obtain prompt service or parts in any area where you may operate.

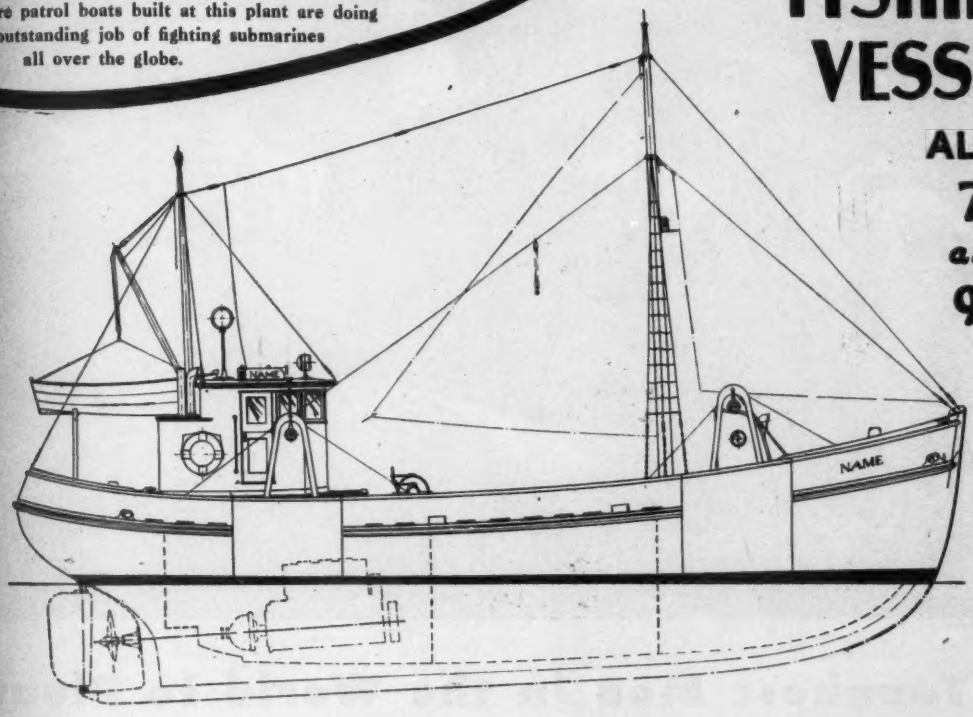
ATLAS IMPERIAL DIESEL ENGINE CO.
OAKLAND, CALIFORNIA, U.S.A.
NEW YORK · CHICAGO · PHILADELPHIA · BALTIMORE · GLOUCESTER
HOUSTON · NEW ORLEANS · TERMINAL ISLAND
ASTORIA · SEATTLE · VANCOUVER · KETCHIKAN

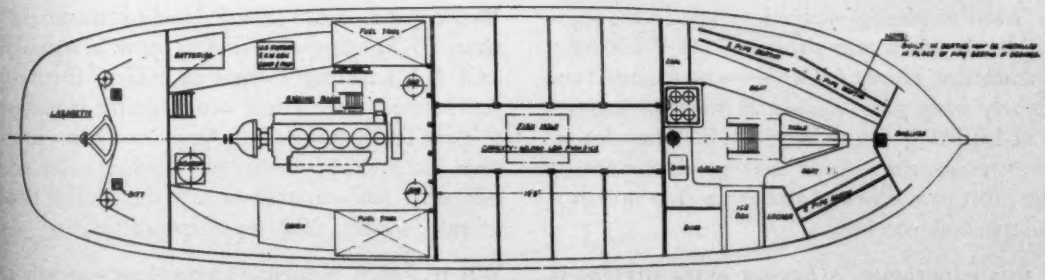
ONE OF THE FAMOUS 83' COAST GUARD "SUB-BUSTERS"

Large fleets of these rugged, sea going, hard fighting, off shore patrol boats built at this plant are doing an outstanding job of fighting submarines all over the globe.

WHEELER 60' FISHING VESSEL

ALSO 75' and 90'





Rugged Wheeler Fishing Vessels are built for year-round HARD WORK. This splendidly equipped plant, with a background of years of quality boatbuilding, solicits your inquiries for trawlers up to 200' in wood or steel, or any other type of commercial vessel, tugs, barges, or service boats.

60' Dragger illustrated above is now under construction and inspection by those interested is invited. Let us figure on your requirements.

EARLY DELIVERIES AVAILABLE — WRITE FOR DETAILS

WHEELER SHIPYARD, Inc.

Foot of Crapsey Ave.
BROOKLYN, N. Y.
ESplanade 2-5900

BACK THE ATTACK—BUY WAR BONDS. Defoe workers take more than 10% of their pay in War Bonds

The Toughest Man in the World to Please

THE "hard-to-please" attitude of the Defoe shipbuilder is not a war measure. It's a life-long Defoe tradition. Harry J. Defoe—who founded the yard nearly forty years ago—and his crew are old hands at building sea-going vessels. They know that even peace-time ships that go down to sea must be built to withstand battering that no land-bound structure receives.

Today this experience is paying extra dividends to the Navy in the form of sound construction, added protection for crews, and lower manufacturing costs. The fleet built for the Navy in the Defoe yards since Pearl Harbor numbers more than 65 fighting ships. And now a squadron of LCI (L) Landing Barges is taking form on the production line. These ocean-going invasion vessels are the spearhead of America's growing offensive. In making them, we pledge your sons all our skill and experience, all the Defoe tradition of safe, sound, deep-sea shipbuilding.

When Peace returns, Defoe's advanced manufacturing technique and skilled craftsmanship will provide quality products of greater value and lower cost for all Americans to enjoy.

DEFOE SHIPBUILDING COMPANY, BAY CITY, MICHIGAN

Three White Star Renewal Citations now decorate the Navy "E" Award won by Defoe workers.

SHIPS FOR VICTORY — Defoe — SERVANTS FOR PEACE

FISHERMEN!... YOU CAN GET NEW CHRYSLER MARINE ENGINES RIGHT NOW IF YOU NEED THEM!

PRIORITIES need be no problem for you.

Consult a Chrysler Marine Engine dealer if you want to know how *you* can obtain necessary priorities.

The Army and Navy picked the new Chrysler Marine Engines for tough jobs . . . They'll do *your* toughest jobs—5 Types—80 to 256 maximum brake horsepower. Completely Chrysler-made in one plant.

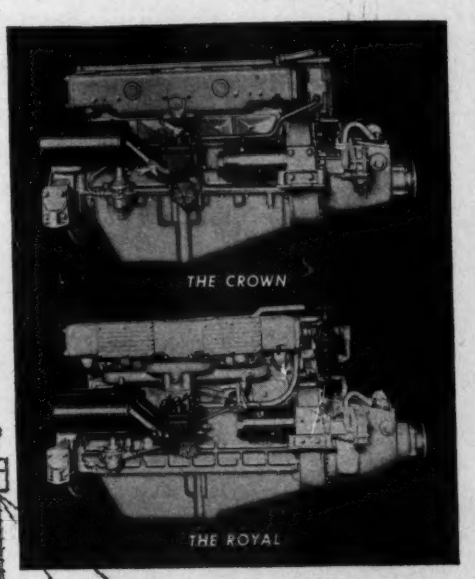
"Superfinish," Chrysler's finishing process for all important moving parts, gives bearing surfaces incredible smoothness. This insures longer life, eliminates the "break-in" period, and produces precision never before possible. After hundreds of hours of use, it's hard to detect any wear on a "Superfinished" part!

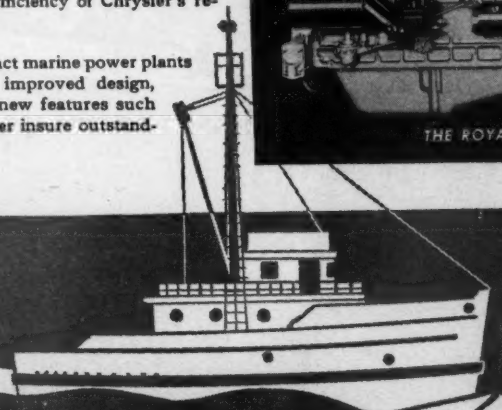
Astonishingly versatile—All 5 types of the new Chrysler Marine Engines can be used to operate almost any type of powerboat, through the use of Chrysler-developed reduction gears of unique design. Thousands of fishing boats today are proving the efficiency of Chrysler's reduction gears.

One of the most compact marine power plants ever devised, whose improved design, better materials, and new features such as the full flow oil filter insure outstanding performance.

THE NEW CHRYSLER MARINE ENGINES

For Fishing Craft and For Boats in the Essential "War Effort" Class





THE NEW CHRYSLER

ACE • CROWN • ROYAL • TWIN ROYAL • DIESEL • ALSO CHRYSLER "SEA MULES"

MARINE ENGINES

Chrysler Marine Engine Division
Chrysler Corporation
12234 East Jefferson, Detroit, Mich.

Please send me *FREE* Chrysler Marine Engine Catalogue, and information about obtaining priorities for my boat.

_____
[Type of boat]

Name_____

Address_____

City_____ State_____

CHECK AND
DOUBLE CHECK
Check the course of Cummins Dependable Diesels since the beginning—26 years ago. You'll find that the trend has been always toward higher horsepower output per pound of engine weight through HIGHER ENGINE SPEEDS. Then double check the record of Cummins Diesel Power in every heavy-duty service—automotive, industrial and marine. You'll find that the result has been consistently the same . . . increased payloads . . . improved performance . . . higher profits.
CUMMINS ENGINE COMPANY, INC., Columbus, Ind.
CUMMINS Dependable DIESELS
SINCE 1918...PIONEER OF PROFITABLE POWER THROUGH HIGH SPEED DIESELS

SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC......**18 Hurley Street, Cambridge, Mass., Tel. Kirkland 127**
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.....**7 Wethersfield Ave., Hartford, Conn., Tel. Hartford 2-931**
CUMMINS DIESEL ENGINES, INC......**209 North 22nd Street, Philadelphia 3, Pa., Tel. Ritterhouse 446**
CUMMINS DIESEL ENGINES, INC......**100 Key Highway, Baltimore, Md., Tel. South 128**

The Sounding-Lead

Seek Wider Deferment

LATEST information on the draft situation seems to indicate that only a very limited number of men under age 26 engaged in the super list of critical occupations, including Captains of fishing vessels of 20-net-ton and over, will get deferments; that those age 30 and over, working in any job relating directly or indirectly to the war effort, such as the fisheries, are probably safe from being called, and that men in the 26-29 bracket may be deferred for the balance of the year if listed as necessary men in an essential industry, which includes certain jobs on fishing vessels and in fish processing plants.

In requesting deferment, Form 42A must be filed for men in ages 26-29 and Form 42B for those 30-37, in order that they be classified in 2-A or 2-B and not 1-A.

Following a conference with Selective Service officials on May 1, Congressman Bland sent telegrams to all State Fisheries Departments asking information about the number of persons engaged in 17 critical fisheries occupations, by age groups, whose induction would cause stoppage of production or processing or where satisfactory replacements cannot be obtained.

After hearing a discussion of the seriousness of the man-power problem in the fish industry, in which its importance was shown not only as a producer of food, but of critically needed oils for industrial uses, General Hershey stated that if such a condition existed, he would have no objection to the intra-agency committee reopening the industry's appeal for deferment.

The Committee on Merchant Marine and Fisheries has urged Selective Service to defer key workers on shore and on fishing vessels of 5 gross tons and over, in the following occupations: Captains; mates; engineers; oyster culturists; sponge gatherers, bleachers, cutters and trimmers; commercial fishermen, (including catchers of seafood) — all around; fish pickelers and/or salters (supervisors); foremen, food processing; machinists, maintenance; mechanics, maintenance; managers and/or superintendents, food processing; refrigerating engineers; retort operators; stationary engineers; oil processors; meal processors; and chief processors of canned fish.

Fish Committee Analyzes Problems

THE Fresh and Frozen Fish Industry Advisory Committee held its first meeting with War Food Administration and other Government officials in Washington last month. The group was organized to advise the Government on distribution, storage, transportation, manpower and other problems.

As a result of new vessels being added to the fleet and the release of Government acquisitioned vessels by the War Shipping Administration, Fish and Wildlife Service predicted that production this year will increase somewhat, slightly exceeding the 4 billion pound catch of last year. The 1944 goal of over 5 billion pounds is not expected to be reached because of still existing manpower and boat shortages.

Recent orders, which restrict storage space for certain commodities, are expected to make more space available for frozen fish this year than during 1943, the WFA reported. The supply of ice for preserving fish is also expected to be more favorable.

No improvement in the tight supply of cardboard containers is foreseen, but more wooden containers are expected to be available soon to the industry.

WFA, WMC Appointments

MAURICE RATTRAY, Seattle salmon broker, has been made Head of the Fish Products Division, Special Commodities Branch of War Food Administration Office of Distribution, succeeding Maurice Brenner, who has been promoted to Chief of the procurement branch of the Office of Distribution.

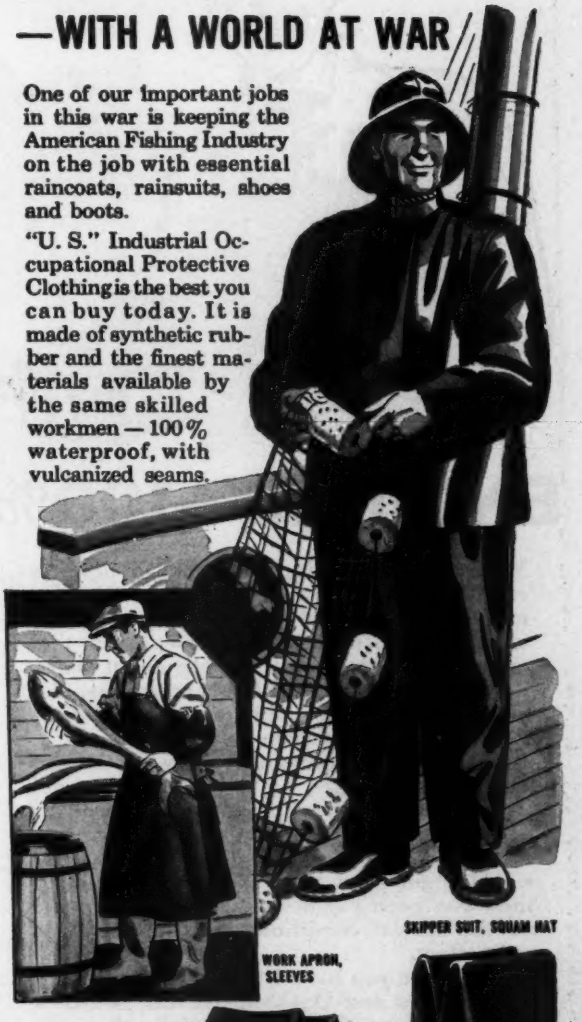
Dr. Ira N. Gabrielson, Director of Fish and Wildlife Service, has been appointed to War Manpower Commission's committee on manpower claimants, thus giving needed recognition of the place of fisheries in the war effort.

the best

—WITH A WORLD AT WAR

One of our important jobs in this war is keeping the American Fishing Industry on the job with essential raincoats, rainsuits, shoes and boots.

"U. S." Industrial Occupational Protective Clothing is the best you can buy today. It is made of synthetic rubber and the finest materials available by the same skilled workmen — 100% waterproof, with vulcanized seams.



Makers of "U. S." ROYAL FOOTWEAR AND AMMOCURE RAYNSTERS

UNITED STATES RUBBER COMPANY

1230 Sixth Avenue • Rockefeller Center • New York 20, N. Y.

ENGINES—100%

We emphasize the single fact that we produce engines for marine use. We believe that, for installation in small craft, they are the best engines, horsepower for horsepower, that money will buy. When we talk about them, we don't use any qualifying adjectives. We restrict ourselves to selling *engines*—and we devote ourselves to that cause 100%.

After all, you know as well as we do that Ford and Hercules build engines that are sturdy, smooth-operating and economical.

Our part of the job is to apply many years of marine experience and a lot of professional engineering "savvy" to the revision of these two good engines so that they will meet all the special conditions they will have to meet afloat.

And there you have OSCO-MARINED Ford Gas Engines and OSCO-MARINED Hercules Diesel Engines—power plant jobs that you know, in advance, will do the work you want them to do the way you expect to have it done.

Moreover, you know, too, that replacement parts are available when you need them from any Ford or Hercules parts dealer—no waiting for delivery from a factory that is hundreds of miles away.

OSCO-MARINED Ford Engines, with Circuit-Flo (TMReg) manifolding—55 hp to 100 hp range and Conversion Kits for those who want them.

OSCO-MARINED Hercules Diesels, 24 hp to 30 hp, 63 hp to 70 hp and 70 hp to 83 hp range in 2 cyl, 4 cyl and 6 cyl models.

Write for Literature

OSCO MARINED MOTORS

FORD (Gas) Engines and HERCULES (Diesels) Converted to Marine Use.

OSCO MOTORS CORP.
2020 E. Orleans St.,
Philadelphia 34, Pa.
Dept. C

OCF Studying Operating Costs

THE Office of the Co-ordinator of Fisheries has emplo the collaboration of the United States Federal Trade C mission to study costs and cost increases for 1941, 1942, 1943. The study has been initiated as the logical comple to the price study which is under way in co-operation w OPA. Since no sound price policies can be established wit reference to costs and their changes, OCF feels that such a st is necessary and that the fishing industry will welcome opportunity of having data collected which show the increa costs and larger burden which in recent years were laid u them.

Retail Fish Prices Decline

A STUDY recently completed by the Office of the C ordinator of Fisheries on the effectiveness of OPA re fish ceilings, shows that on February 15, as compared w January 11, 1944, prices were reduced by 1.74 cents per po on the average. The reduction ranges from 0.65 cents in M neapolis to 5.5 cents in New York, including Chicago with average price decrease of 4.28 cents and Detroit with a decre of 3.82 cents per pound.

Over-time Wages Approved

BY order of the Secretary of Labor on April 27, the ov time wage regulations have been made non-applicable employees engaged in the processing of fish including canning and reduction thereof and operations incidental the anywhere in the United States."

As a result, fishery workers may be paid double time for Su days and holidays, which has been customary practice when la seasonal landings of perishable varieties are received on th days, regardless of whether a full week has been worked.

Similar exception was made last year to fish processors on Pacific Coast.

According to the general overtime wage regulation, no premi wage can be paid for Saturday or Sunday work unless it is p formed on the 6th or 7th day in a regularly scheduled week.

House Passes Appropriation Bill

IN the Interior Department Appropriation bill which pa the House on April 27, the Office of Coordinator of Fi eries was allowed $290,000 for salaries and expenses in fiscal year 1944-45. This was $10,000 below the estimates s mitted by the Bureau of the Budget. The Fish & Wild Service was allowed $5,828,350—a decrease of $534,950 from amount allotted for the current year.

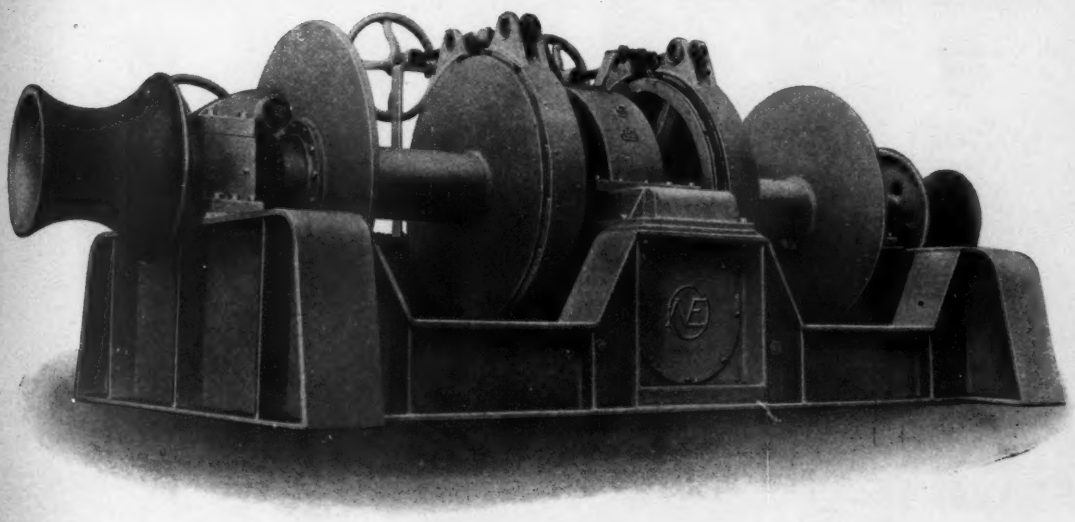
The amount requested for the wartime substitutes investigation by the Fish and Wildlife Fishery Industries Division was cut in half. This program, designed to discover or test substitutes for a wide variety of materials and products used by the fishing industry, has previously been financed with $100,000 annual appropriations.

The House Appropriations committee also did not provide an additional $6,000 which had been asked for the reopening of the Jacksonville, Florida, market news office which had to be closed last year due to lack of funds.

Included in $547,265 for investigation work is $29,000 for studying Chesapeake Oysters.

"Looks like the Emogene's brin a pretty big catch!"

WORM GEARED WINCHES



MODEL WD-700

U. S. PATENT NO. 1746060
CAPACITY: 500 fm. ¾" Dia.

Here is one of the finest winches we have ever offered in the 18 years we have been building equipment for New England fishermen. Its massive construction is well shown in the above illustration and yet it takes up only slightly more width thwartship and fore and aft than earlier models. Ideal size for 90/100 ft. draggers.

Drumshaft has four bearings — not three. The two inner bearings in the gear case are bronze bushed, while the outer bearings are double-row ball-bearings. Drums are bronze-bushed and fitted with anti-friction thrust bearings in accordance with our standard practice for the past 16 years.

The drum frictions are controlled by our patented worm and helical gear mechanism with the thrust pinion rotating on a large sleeve threaded externally. This mechanism produces tons of pressure on the frictions by means of an ordinary handwheel.

One convenient feature of this winch is the enclosed sprocket drive. A bolting flange extends all around the sprocket well so that the opening through deck for the roller chain is absolutely sealed.

The worm shaft which is mounted in anti-friction bearings can be turned end for end and the sprocket located on the forward side of the winch if desired. The worm gear ratio permits a 1:1 ratio drive from any engine turning up at 250 rpm. when "hauling back". Slight variations in sprocket sizes will take care of speeds from 200 to 300 rpm.

We can furnish higher worm gear ratios for higher speed engines and wish to point out that these worm-geared winches require no countershafts or gear boxes and provide the perfect answer for high speed Diesels. Do not allow your engine room to be cluttered up with jack-shafts and off-center drives when you can have a single direct drive from engine to winch.

As rugged and substantial as the "WD700" is, it has a larger brother. If you are installing 450 or 500 H.P. propulsion or plan to use ⅞" towing wires select the "WD800" model. Comparative dimensions, capacities, etc., furnished on request.

Sales Offices in New York City, Norfolk, New Orleans, San Francisco and Seattle.

NEW ENGLAND TRAWLER EQUIPMENT CO.

EASTERN AVE.
CHELSEA
MASS.

CHARTING as they go, the great American armada of war vessels and cargo ships carrying vital supplies, must drop their hooks in strange waters where man has never navigated before. Their protection against the unknown dangers of the deep is the ever-watchful FATHOMETER, which instantly reports the changing depths and contours beneath the keel. The FATHOMETER reveals the secrets of the sea, — the mysteries of hitherto uncharted areas, the hidden menace of strange reefs, the lurking perils of shallow land-falls. Our entire production is concentrated on the FATHOMETER and other electronic protective equipment, created and produced to speed Victory.

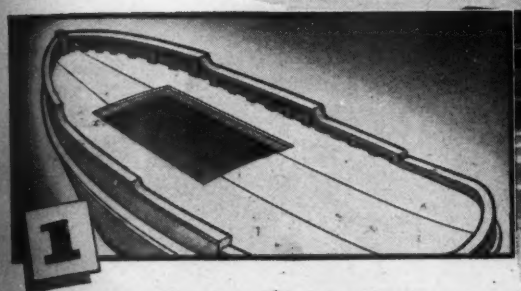
SUBMARINE SIGNAL CO.

160 STATE STREET *Established 1901* BOSTON, MASS.

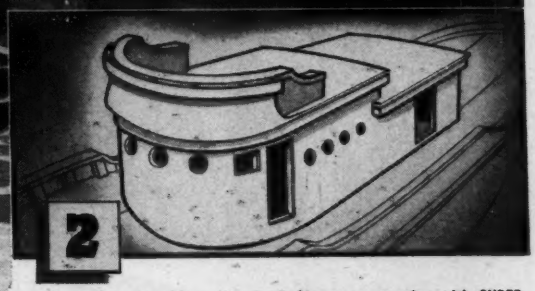
Originators and Manufacturers of the

FATHOMETER

4 Ways to Reduce Topside Weight in Fish Boat Construction



Reduce top-side weight—and save deck-laying time—with SUPER-Harbord giant plywood panels. Proven by use in 46' army tugs, where two giant panels (power-sawn and jigged to fit coaming mold) form the complete deck. Caulking is eliminated, hence maintenance costs are reduced. The center of gravity is lowered because related thickness is reduced by reason of the plate strength of SUPER-Harbord. Other weight is saved through the reduction in the number of fastenings needed.



Reduce top-side weight in deckhouse construction with SUPER-Harbord giant plywood panels. Strong, durable, thoroughly-weatherproof SUPER-Harbord—much sturdier pound for pound than old-style materials—may be steamed and curved to fit rounded house and superstructure details. Large, one-piece sub-assemblies can be made with precision accuracy. Regular size panels too, are ideal for interior work—for lockers, bulkheads, furniture. Weight is saved every time SUPER-Harbord is used.

SUPER-Harbord, a proven, durable, "able-to-take-it" material for marine construction—now enlarges its usefulness through the development of GIANT PANELS. One important result of GIANT PANEL application in fish boat construction is the increase of stability by reduction of top-side weight, and a consequent reduction of roll and pitch without sacrifice of strength or rigidity. Scarfed to a ratio of 1 to 12, bonded with phenol-aldehyde resin by Harbor's hot-press method,

SUPER-Harbord **Giant**

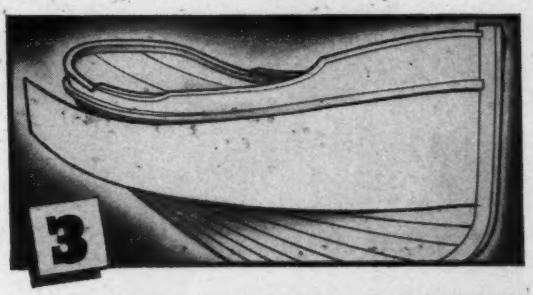
PLYWOOD PANELS

are available as LONG as you want by 9 wide, or as WIDE as you want by 9' long. Orders accepted for immediate delivery, subject to government allocations of fir plywood. Write or wire for further details.

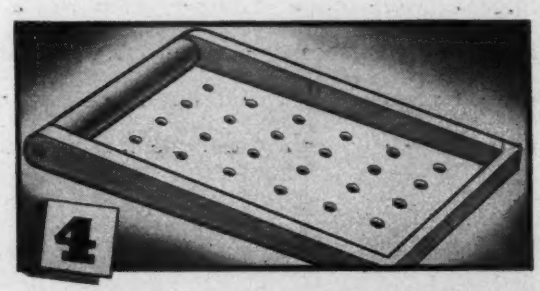
Harbor Plywood Corporation

Hoquiam, Washington

Look to Harbor for NEW Plywood Uses



Lower the center of gravity on the hull itself with SUPER-Harbord giant panels. This method, too, has been proved in the construction of many types of war-craft. In effect, the giant panels are "wrapped onto" the hull above the water line, in place of old-style planking. Less fastening weight is needed and water absorption in service is minimized, hence decrease in hull dead-weight. Caulking and seams are reduced. The finished job is LIGHTER—and actually sturdier because of SUPER-Harbord's strength-weight ratio.



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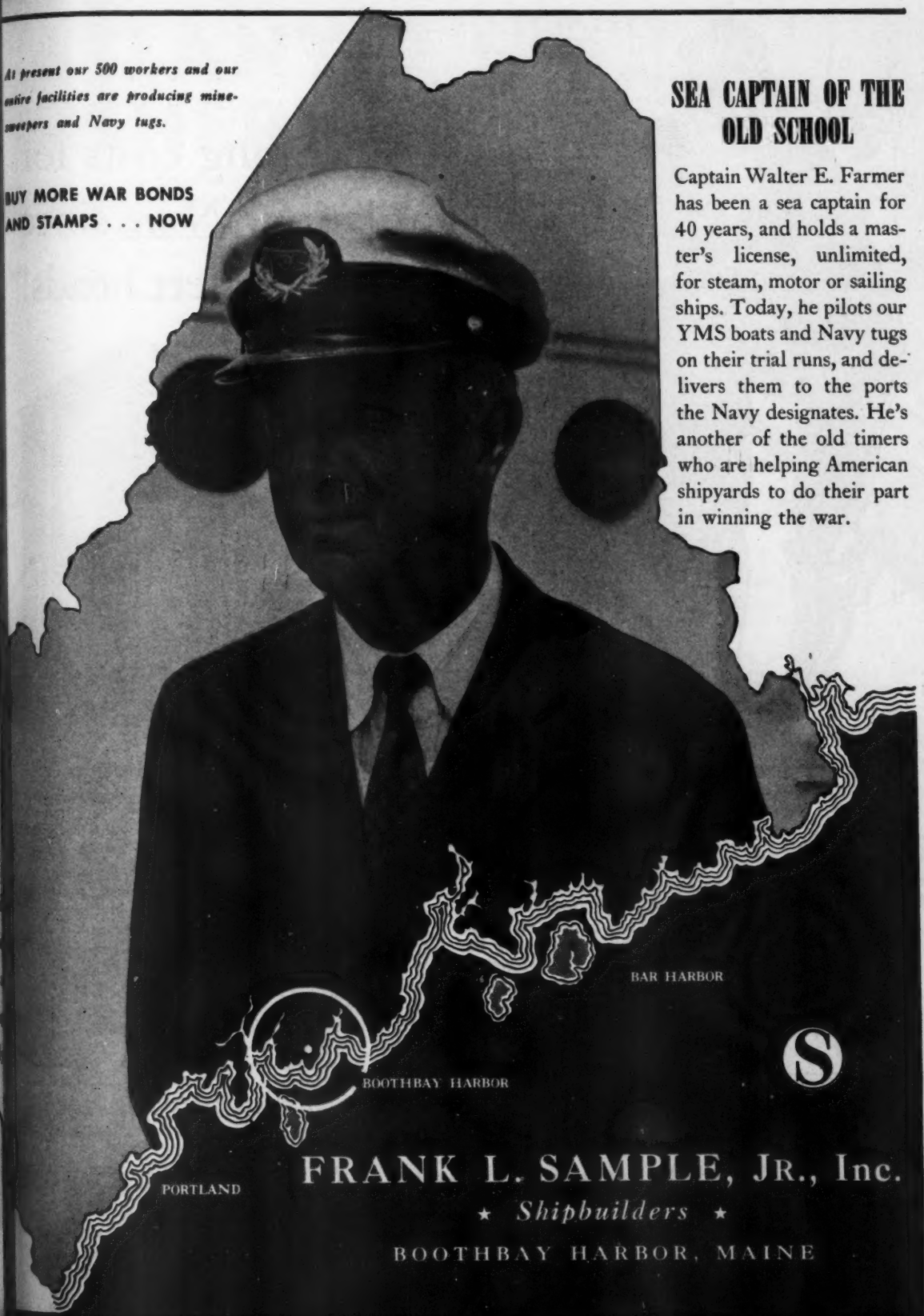

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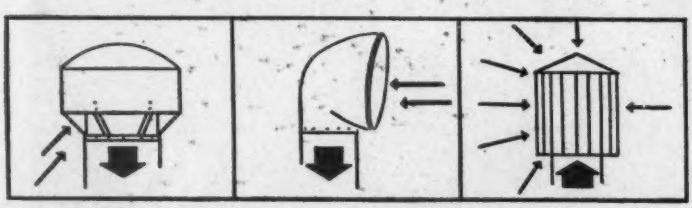

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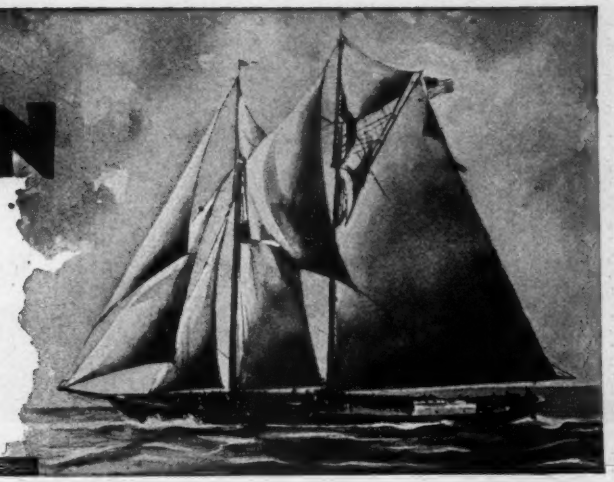


VOL. XXV MAY 1944 NO. 4

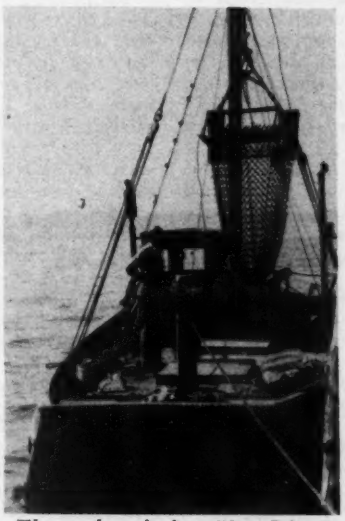
Ocean Quahogs Give Rhode Island New Industry

THE ocean quahog, which has recently grown considerably in popularity, promises to provide the basis for an important fishery in Rhode Island.

Production of ocean quahogs in 1943, the first year of their exploitation, is estimated at over 50,000 bushels, which yielded nearly ½ million pounds of meat, one fourth of which went to the armed forces.

In order to foster development of the fishery, the Fish and Wildlife Service has established a laboratory at Warren, R. I. to study packing methods, sanitary controls, and gonad development of the ocean quahog. The laboratory is in charge of William Arcisz, and co-operating in the investigation are the Rhode Island Department of Health, Rhode Island Fish and Game Commission and Rhode Island College. Studies are also being made by Dr. Leslie A. Sandholzer at College Park, Maryland, while biological investigations are being conducted by Dr. Victor L. Loosanoff at Milford, Conn.

The charting of all potential production areas is now being carried out, and it is apparent from all investigations thus far that the ocean quahog beds are extensive and abundantly supplied. There seem to be two principal beds, southeast and northeast of Point Judith, one of them being 18 miles south of Gay Head. In these beds, which are 3 to 6 miles offshore, the water ranges from 75 to 170 ft. in depth, compared to 40 to 60 depths in bay areas.



The quahog dredger "Sea Prince", owned by Capt. John Meybohm, of Bristol, R. I., and powered with a Chrysler Crown engine.

Since the ocean variety is more perishable than the bay bivalve, it is imperative that they be handled rapidly. As a result, it is impractical to ship them in shell form, and most of the production is being shucked and quick frozen, or used for making chowder.

The ocean quahog resembles in many ways the common bay quahog or hard clam. The ocean variety is dark brown in color, with the older individuals almost black, and the meats are slightly yellower. The shape of the shell is similar but is somewhat larger. Being more brittle than that of the bay quahog, the shells are more easily broken in dredging, but for the same reason are expected to make excellent oyster cultch.

During the past Winter, several oyster boats as well as quahog dredgers have been working the ocean quahog beds. The same gear that is used in bay operations is employed, with the exception of longer towing cables.

Prices paid fishermen for ocean quahogs have run from $1.00 to $1.40 per bushel, which compare with the $2.00-$2.50 range for bay quahogs. However, ocean catches have proved profitable because of larger hauls.

With the start of the closed season for bay quahoging on May 15, it was expected that many of the bay operators would shift to the ocean grounds.

The Narragansett Bay Packing Co., of Warren, R. I., has been handling large quantities of ocean quahogs.

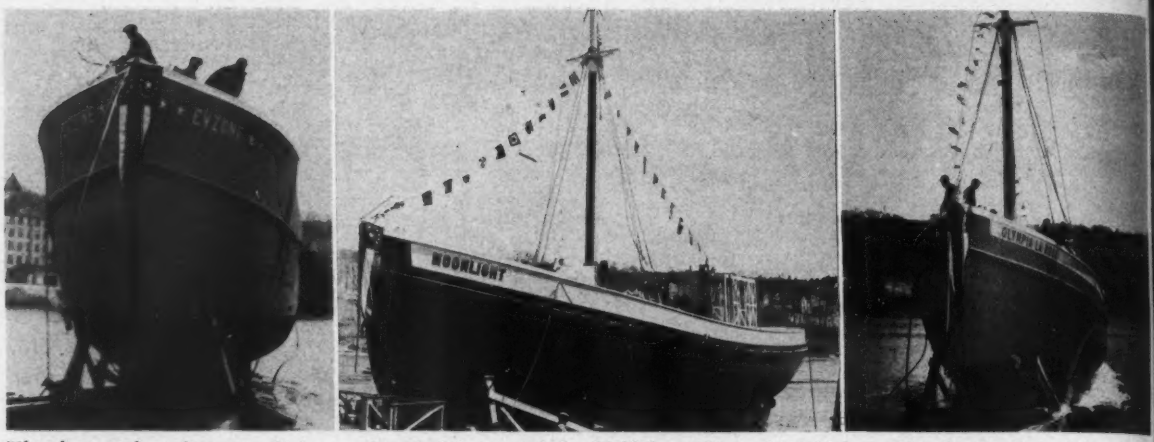
King Gorman Fish Co., of East Greenwich, R. I., plans to erect a 40 x 50 ft. building on its dock for the handling of shell and shucked quahogs.

Warren B. Finn, Jr., is building a 50 x 40 ft. plant at East Greenwich for packing ocean quahog chowder. The Company is already quick-freezing shucked quahogs in one and five gallon cans, which are placed in the public freezer.

The Bristol Sea Food Co., of Bristol, R. I., has doubled the size of its packing plant, which was opened last Fall for the handling of quahogs. The plant is ready to start handling ocean quahogs, which will be packed in gallon cans, and frozen in Providence.

A typical quahog dredger is the 41 ft. *Sea Prince*, owned by Capt. John Meybohm of Bristol. This boat has been engaged in bay quahog dredging, but is now catching ocean quahogs. It is equipped with a conventional quahog dredge, which has 14 teeth on the lower part of the open end, which drags on the beds, and a pressure pan on the upper side. The bag is made from 2 inch metal rings, and is held together at the end by a pucking string. The dredge is attached to a wire cable, which is wound on the winch, and runs over the mast boom. The dredge also has a towing cable running to the after bit or sampson post of the boat. This cable is of wire with the exception of a spliced short length of rope that is on the bit end which is adjusted for water depth, and which will break in the event the dredge fouls, thereby preventing serious damage to the dredge. The dredge is usually hauled up after ten to 15 minute drags. In bay fishing, up to 3 bushels of quahogs are brought up in one haul, while in fishing for ocean quahogs, the hauls run from 6 to 10 bushels. A good day's fishing for bay quahogs is 25 to 30 bushels, while with ocean quahogs the catch runs from 250 to 290 bushels per day.

In place of the running of the conventional hoisting wire over the boom, a new development has been worked out on the *Ray III*, on which there is an A-frame built on the stern of the boat, over which the hauling cable is run.



The three 82-foot draggers which were launched last month by Waldoboro Shipyard, Waldoboro, Me., showing from left to right: the "Evzone", owned by Soffron Bros. of Ipswich, Mass.; the "Moonlight", owned by Northeastern Fishing Co., Boston; and the "Olympia LaRosa", owned by Capt. Charles LaRosa of Everett, Mass.

Three Draggers Launched at Waldoboro

A RECORD launching schedule was made last month by Waldoboro Shipyard, Inc., Waldoboro, Me., when it launched three 82-foot draggers within two weeks' time. First to go over was the *Moonlight*, christened by Miss Nina Ingargiola on April 11; followed by the *Olympia LaRosa*, christened by Miss Catherine LaRosa on April 22; and the *Evzone*, christened by Miss Mary Soffron on the 24th. The launchings were considered technically perfect.

The *Olympia LaRosa* is owned by Capt. Charles LaRosa of Everett, Mass. The *Moonlight* is the first of two vessels being built by the yard for the Northeastern Fishing Co., a newly organized firm of Boston. The *Evzone* is the first of two vessels being built for Soffron Bros. of Ipswich, Mass., who operate the *G. N. Soffron* out of Gloucester.

The *Moonlight* and the *Olympia LaRosa* were built from a model developed by the Waldoboro Shipyard in which the fullness of the hull is carried farther aft than usual. The vessels have a beam of 18′ 6″ and a depth of 8′. The *Evzone* was built from a model furnished by the owners, and has a beam of 19′ and a depth of 10′ 6″. All the vessels have a round stern and a break in the deck.

All work on the *Moonlight* and *Olympia LaRosa*, including piping, electric wiring, machinery installation and outfitting has been done by the builders.

With the exception of her engine, which will be put in at Snow Shipyard, Rockland, the *Evzone* also will leave Waldoboro fully equipped.

The *Olympia LaRosa* and *Moonlight* are yawl rigged; while the *Evzone* is schooner rigged, with both masts stepped on the keelson through the fish hold. The hull topsides on the *Moonlight* are painted sea green, while the other two vessels are ocean gray.

The vessels are solidly built to meet the requirements of fishing under all conditions, and incorporate proven features of arrangement and facilities. The vessels are framed with 4½″ double sawn oak, are planked with 2¼″ oak and are decked with 2¼ inch vertical-grain fir. The keel is 12½ x 10½ and the inside finish is of fir. The frames are treenailed and the fastenings are galvanized, with ⅜ x 5½″ hatch nails used on the planking and 5/16 x 4½″ nails used on the decking.

International glues and compounds were used, and marine hardware was furnished by W. & J. Tiebout.

The *Olympia LaRosa* and *Moonlight* have a fish hold capacity of 110,000 lbs., while the *Evzone* will carry 135,000 lbs. All have a single fish hatch.

The vessels are furnished with a specially designed galley stove pipe, with the deck plate, pipe and bracing fabricated into one unit which is set on a wood block and fastened to the deck beams.

The galley ice boxes are of galvanized steel, and are welded throughout.

The deck houses on the *Olympia LaRosa* and *Moonlight* are identical, and are built over the engine room trunk, which contains four port lights. The stateroom has windows on three sides and has a sizable clothes locker next to the pilot house bulkhead on the port side, from which the bunk extends aft over the engine room companionway. The after starboard corner of the deck house is cut out to allow space for the engine exhaust. There is a hatch over the lazarette.

"Moonlight"

The *Moonlight*, which will be skippered by Capt. Jean Marino, has ten bunks in her fo'c's'le, six starboard and four port, with shelves over each. Seat lockers extend aft to the ice box on the port side and to the coal bin on the starboard side, with oil skins and clothes lockers located forward of the ice box.

Aboard the "Olympia LaRosa", showing from left to right: Capt. Charles LaRosa, owner-skipper; Phil LaRosa; and Frank LaRosa.

Left, Capt. Jean Marino, skipper of the "Moonlight", and Vincent Lombardo, partner in Northeastern Fishing Co., Boston, owner.

The Shipmate range, with coal outlet under, and the dresser and sink with enclosed food and dish lockers over, are placed against the hold bulkhead. There is a sliding table with telescoping pipe legs.

The *Moonlight* is powered with a 200 hp. Fairbanks-Morse fresh-water cooled Diesel, which swings a 56 x 34 Columbian propeller on a 4" bronze shaft.

The auxiliary set is a Deseco Lister-Blackstone Diesel 8 hp. unit connected to a 3 kw. Imperial generator and operating a Curtis compressor and Goulds pump through Kinney clutches. This equipment was furnished by Diesel Engine Sales & Engineering Corp., who also supplied a set of 32-volt Willard batteries, a 3 kw. Imperial generator on the main engine and the Deseco switchboard. The vessel has a fuel capacity of 2,300 gals. in the engine room, distributed in four tanks. Other equipment on the vessel includes a "Gloucester" winch, Submarine Signal Co. Fathometer, Linen Thread nets, Columbian rope, and Roebling wire rope.

"Olympia LaRosa"

The fo'c's'le of the *Olympia LaRosa* is laid out similarly to the *Moonlight*, except that it has only 8 bunks, with shack locker and shelf space aft of the starboard bunks. The stowage space in the fore peak is enclosed.

The *Olympia LaRosa* is powered with a five cylinder 9¼ x 14, 175-190 hp. Wolverine Diesel, which swings a 56 x 34 Columbian propeller on a 3½" bronze shaft. The "Deseco" auxiliary set on the *Olympia LaRosa* comprises an 8 hp. Lister-Blackstone Diesel which operates a Curtis Compressor and Goulds pump through Kinney clutches, and has a belt drive to the Deseco mechanical fish hoist. This equipment together with a 2 kw. Imperial generator on the main engine and the switchboard, were furnished by Diesel Engine Sales & Engineering Corp.

Hathaway Machinery Co. furnished the winch, deck equipment and steering gear. Other equipment includes two Edson deck bilge pumps, 32 volt Surrette batteries, Shipmate range and Roebling wire rope.

"Evzone"

The *Evzone* is named for the famous first line troops of Greece, and will be skippered by Capt. Mickey Densmore. She has eight bunks in her fo'c's'le, which has an escape hatch under the whaleback. The galley is equipped with a Shipmate range which is located over the coal bin outlet, against the starboard side of the bulkhead.

Port of the range is the dresser with dish lockers over and cupboards under, next to which is a large walk-in-type refrigerator. Aft of the bunks there is a shack locker starboard, and clothes locker port under which is an extension of the seat locker.

The whaleback has a solid bulkhead in order to insure dryness for fishing gear stowage. The doghouse is directly aft of the whaleback and is solidly fastened to the main beam of the whaleback.

The pilot house is elevated one foot over the level of the stateroom with the after end of its roof rounded downward to that of the stateroom. The stateroom is very commodious, with windows on three sides, a bunk on the starboard side, a chart shelf over the cabin companionway, and ample space for navigating instruments. The vessel has two bunks in the after cabin.

Among those present at the "Evzone" launching, showing at top, from left to right: George Soffron, Peter Soffron and Steve Soffron of Soffron Bros., owners of the boat; and in the bottom row from left to right: Capt. Mickey Driscoll, to be Captain of the Company's "Andarte", now under construction; Capt. Cecil Moulton, skipper of the Company's "G. N. Soffron"; and Capt. Mickey Densmore, skipper of the "Evzone".

The *Evzone* is powered with a 6 cylinder, 240 hp. fresh-water cooled, Fairbanks-Morse Diesel, swinging a 58 x 34 Hyde propeller on a 4½" bronze shaft, which will give her a speed of 10 knots.

The auxiliary set is also of Fairbanks-Morse make, being a 10 hp. unit with 6 kw. generator, compressor and pump. There is a 2 kw. Fairbanks-Morse generator on the main engine.

Navigating equipment includes a Kelvin-White compass, a Submarine Signal Co. Fathometer, and an RCA direction finder.

The steering gear chains ride through pipes which extend under the cabin trunk and on deck through the after house which shelters the deck between the house and the stern.

The vessel is equipped with a model C New England winch having a capacity of 425 fm. of ⅝" wire, and operating off the main engine through a Twin Disc clutch. The 5 hp. 110-volt fish hoist, as well as the deck gear, are also of New England make. The vessel is furnished with Bethlehem wire rope and Westerbeke trawls. She will use Gulf lubricating oil.

The Waldoboro yard expected to launch in April the *Andarte*, second vessel for Soffron Bros., which will be a duplicate of the *Evzone;* to be followed in May by the *Moonglow*, a duplicate of the *Moonlight* for Northeastern Fishing Co. Among other vessels under construction at the yard is a 75-footer for John Bruno of Boston, which will be powered with a 155 hp. Atlas Diesel.

Officials of the Waldoboro Shipyard, Inc., Waldoboro, Me., showing from left to right: Frank Day, superintendent; Carroll T. Cooney, Jr., general manager; Carroll T. Cooney, Sr., president; and W. Scott Carter, assistant superintendent. At right, the three new vessels "Evzone", "Olympia LaRosa" and "Moonlight" tied up at the shipyard's outfitting dock.

Overcoming the Effects of Torsional Vibration

By Trescott S. White*

THE important subject of torsional vibration, usually cloaked in the language of mathematicians and designing engineers should be thoroughly understood by every boat owner or operator, as well as by ship builders and installation engineers. This article is written for the purpose of conveying to men in this category what is meant when told a boat has "criticals".

A working knowledge of the fundamentals of torsional vibration can be obtained by anyone, although only a few specialists know, and need to know, the extremely elaborate and detailed technique of making the actual calculations. However, any man who handles a wheel, or sets an engine speed, should understand the subject and its relation to his particular ship.

It should be first understood that every reciprocating engine has torsional criticals which refer to speeds at which it is either unsafe or noisy to operate. Criticals are found in every boat operated by reciprocating engines, gasoline, steam or Diesel. Sometimes these criticals are below operating speeds and therefore passed through too quickly to be noticed. In other installations, the criticals may be above the operating range, and as they are never reached, escape notice. However, when the critical falls within the operating range, this "rough spot" may break the shafting or at least create objectionable vibration.

In long shaft installations, such as found in purse seiners, tuna clippers and similar vessels, the shafting is long and of fairly small diameter as compared to shafting used in tugs, towboats, trawlers, draggers and tankers. Often the shaft diameter in a long shaft installation is the minimum size permitted by the American Bureau of Shipping Rules. The operating range of a particular engine from 150 to 400 rpm is completely free of all torsional criticals. At 100 rpm, there is a rough spot, or critical, but this may be easily passed through quickly.

However, if this boat engine were operated continuously at 100 rpm the following conditions would result: a noisy gear train, knocking at the stern bearing, a fairly evident shaking of the entire ship, and the heating and possible breakage of the intermediate shaft at a point about midway between the engine flange and the tail shaft flange. It is therefore apparent that in order to prevent serious damage, operation should be avoided at engine speeds where excessive vibrations are experienced.

In order to keep major criticals out of the operating range in vessels with short shaft installations, it is necessary to increase shafting diameter considerably above the minimum requirements of the American Bureau of Shipping. It was demonstrated on one engine that the operating range 0-400 rpm is free from dangerous criticals. Above 440 rpm, or around 450 rpm the noisy conditions indicative of torsional vibration would be noticeable. There might also be a small amount of noise at 240 to 250 rpm, but as this is not a major critical, the stress in the shaft is not excessive.

It is evident that with the proper selection of shaft diameter, the worst criticals are either forced to a spot considerably above the operating speed, or to a point safely below the lowest operating speed. With the determination of torsional stress and criticals now an exact science, engine builders are glad to advise the proper intermediate and tail shaft diameters to produce the best possible conditions for a particular installation.

Other Causes of Vibration

Before discussing the cause of torsional vibration, it should be borne in mind that all shipboard vibrations are not caused by this factor. Many kinds and types of criticals develop in a vessel which cannot be corrected by modifying shaft diameters.

A stern post of excessive width and blunt non-faired edges may result in a vacuum around the propeller blades at certain speeds. This condition, known as cavitation, will produce a hull vibration and stern bearing knock which appears very similar to a torsional critical. The same condition can be caused by a bent or unbalanced propeller blade. In some vessels, a swaying of the engine from side to side on its foundation when starting or slowing down may appear to be caused by shaft torsionals, but in reality is a result of foundation stiffness. Finally, it should be understood that each individual part of the ship has a vibration period of its own, but fortunately these are usually far above operating speeds and are therefore only slightly evidenced and seldom noticed.

Some types of non-torsional vibration may be objectionable. This will be found true in vessels with steel hulls where the pilot house roof, or deck, or some other fairly large panel or piece of equipment such as a fire pump vibrates noticeably at certain engine speeds. The remedy in these instances is to add a stiffening angle member to the panels showing excessive vibration.

We now come to the question "Just what is a torsional vibration?" It is best described as a winding up and unwinding of the crankshaft. Every time a cylinder fires the shaft twists to some degree and each time a cylinder comes up on compression the shaft untwists. Thus, in every engine there is a tendency for the shaft to wind and un-wind.

Consider the subject in this manner. Suppose the propeller of the ship is held in a vise while the front end of the engine shaft is twisted and then released quickly. The shaft would on release twist to a degree in the opposite direction. For the sake of illustration, we will assume it twists in the opposite direction ¾ of an inch. As it unwound from this position it would twist in the original direction of the twist ½ of an inch and then to the opposite side ¼ of an inch and continue in this motion until it finally comes to rest.

The speed with which the shaft twisted back and forth is called its natural frequency, or normal speed of vibration. An instrument attached to the front end of the engine could measure this frequency. However, if the length and diameter of the shafting, and data on the engine and propeller are available, the speed of the twists can be calculated with a great degree of accuracy.

Two definite facts are now established. One is that every shaft tries to wind and un-wind each time a cylinder fires. The second point is that every application has a particular frequency, or speed of vibration which is common to that particular installation.

The problem of overcoming damaging or objectionable criticals simply involves choosing an operating speed so that the number of firing impulses per minute does not agree with the system's natural frequency, or of changing the natural frequency of the system so that it is different than the number of firing impulses per minute.

Proper Shaft Diameter Important

In actual practice the engine speed is generally determined when the engine is specified, leaving shaft stiffness the only factor that can be changed. However, shafting-length is also determined by the type of vessel, leaving only the diameter of the intermediate and tail shaft for consideration. If unfavorable torsional conditions are encountered, the diameter of the shafting can be changed. Fortunately, a relatively small change in shaft diameter results in a great change in the natural frequency. Because of this fact, it is usually possible to arrive at an arrangement that is torsionally satisfactory. The determination of the proper shaft diameter is an important consideration that cannot be over-stressed. It is the key to overcoming the adverse operating effects of torsional vibration.

The boat builder needs to understand the following salient points about torsionals which are summarized as follows: Keep major criticals out of the operating range. To get them above the maximum speed use as light a wheel as possible (that is with low flywheel effect or WR^2), use the shortest possible shaft, and use a relatively large shaft diameter as the diameter has a greater effect than either propeller weight or shaft length.

To keep criticals, or excessive torsional vibrations, below the operating range, use as heavy a flywheel as possible, the longest shaft possible and as small a diameter as will safely carry the normal horsepower load. The builder should have the engine manufacturer check American Bureau of Shipping rules for the

(Continued on page 32)

* Engineer of Enterprise Engine & Foundry Co., San Francisco, Calif., and member of American Society of Mechanical Engineers.

At the "Pelican" launching, Bristol Yacht Building Co., So. Bristol, Me., showing from left to right: Capt. Arne Pedersen with his son, skipper and part owner of the new vessel; his daughter, Beatrice Pedersen, sponsor; and Mrs. Pedersen; right, the vessel being towed to the outfitting dock.

"Pelican" is Fully Equipped Dragger

THE 79′ dragger *Pelican*, built for Capt. Arne Pedersen and Carl Beckman of New Bedford took her maiden dip on April 15 at the plant of Bristol Yacht Building Co. of So. Bristol, Me. Designed by Albert E. Condon of Fairhaven, Mass., the Pelican is a husky vessel, with a deep draft of 9′ 6″ and beam of 19′. A flaring bow and good sized whaleback give her nose a solid appearance.

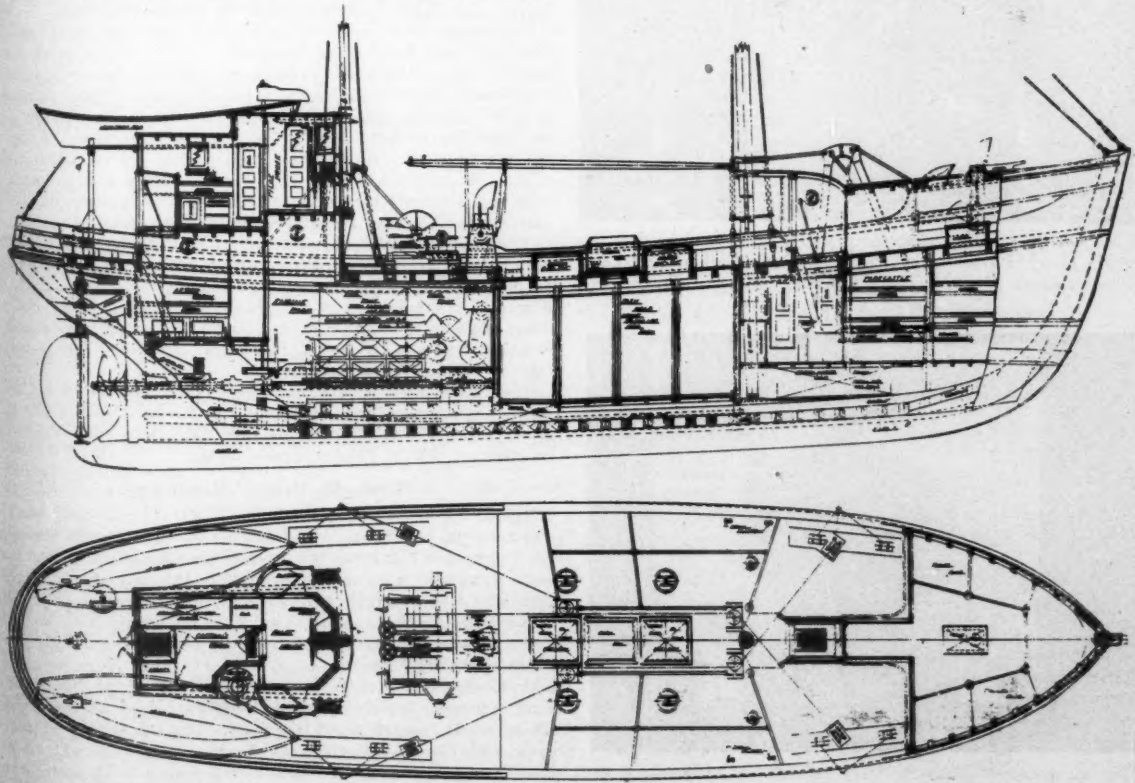
The vessel is ketch rigged, with the main mast stepped forward of the fish hold and the jiggermast stepped from the engine room trunk forward of the pilot house. The fo'c's'le head deck is carried aft to the mainmast in the form of a catwalk over the doghouse, which arrangement provides rigid fore and aft support for the doghouse. The whaleback has a slatted bulkhead, is fitted with twine bins and a ventilator hatch for the fo'c's'le.

The pilot house is well elevated for good visibility, and is provided with a half bridge. There are windows in the pilot house doors as well as one aft over the level of the stateroom roof. The deck house is heated with brass radiators, which occupy a minimum of space.

The stateroom is well laid out with bunk on the port side, clothes closet on the starboard side, and chart table over the cabin companionway with a folding extension over the after end of the bunk. The stateroom has two bronze fitted portholes, and the engine exhaust pipe extends up through a niche on the starboard side. A feature of the deck house is its ground glass insulation, which is placed between the outer plywood sheathing and the inside cypress finish.

Life dories are carried on either side of the deck house with facilities for launching with individual booms. The space between the dories after the house is decked over to give protection to the companionway, and to the toilet which adjoins the deck house. The companionway door is built in two sec-

(Continued on page 30)



Inboard profile and deck arrangement plans of the 79′ "Pelican", designed by Albert E. Condon, Fairhaven, Mass

Rackliff & Witham Lobster Plant Modern in Design

THE new lobster plant of Rackliff & Witham, Rockland, Maine, considered one of the finest in the industry, has every up-to-date convenience for the scientific handling of lobsters. The main part of the plant consists of a 2-story building 50 x 80 ft., to which adjoins a 25 x 30 ft. heating and storage room and an 18 x 12 ice house. A 12 ft. wide wharf extends 100 feet out from the front of the plant.

The first floor of the plant is used for lobster storage, there being 42 tanks with a total capacity of 25,000 lbs. The sea water circulation system and drainage arrangement are designed to meet any emergency conditions, with all pumping and piping equipment installed in duplicate.

A pump house located on the end of the wharf, and equipped with 2 sets of 7½ hp. General Electric motors and Deming pumps, with an overhead priming tank, draw the water through 4" intakes on the bottom of which are steel drums punched with holes which act as strainers. The main pipelines extending into the plant are 4" in diameter, while the header lines running off from these, and extending over the 4 rows of tanks are 2½" size. Control valves are located on the feed lines running into each tank.

The tanks are arranged in double tiers, with the top one holding 500 pounds and the bottom one 600. There are guarded overflows in two corners of each tank, one of which is fitted with a stationary pipe outlet, and the other with a removable flanged pipe. In the center of the bottom of each tank there is an outlet hole which is always open, and which in event of circulation stoppage, would allow the tank to drain completely, thus preventing the lobsters from smothering in uncharged water.

The "Gladys & Mary" launching party, showing from left to right: Lester Murley; Capt. John McDonald, skipper; Capt. John Murley; Mrs. McDonald; Wilbur Morse, builder; and Capt. Ernest Murley, owner.

The new dragger "Gladys & Mary" sliding out of the building shed at Morse Boatbuilding Co., Thomaston, Me.

New lobster plant of Rackliff & Witham, Rockland, Me.

The new plant is abundantly supplied with windows, which together with an interior color scheme of gray and white walls, make a very light plant. All walls and ceilings are insulated with rock wool. A stoker-fired furnace provides controlled hot air heat through a duct system to all parts of the plant.

On the second floor the Company has spacious offices, as well as a large cooperage shop and a fishing supply department. Among the supplies stocked are Pettit paint, Carter's oil skins, New Bedford cordage and Columbian rope. A cupola on top of the building opens into air space over the entire second floor ceiling, thus allowing ideal ventilation.

Rackliff & Witham operate two lobster pounds, one in Vinalhaven, which has a capacity of 100,000 lbs.; and one at Tenant's Harbor, with a capacity of 200,000 lbs. The Company has an average of 18 employees, and owns a 40 ft. dry lobster smack of 8,000 pounds capacity, of which Joe Billings is Captain.

Morse Launches "Gladys & Mary"

ANOTHER addition to the New Bedford fleet, the *Gladys & Mary*, was launched April 25 by Morse Boatbuilding Co., Thomaston, Me., for Capt. Ernest Murley of Fairhaven and Capt. John McDonald of Nantucket, Mass.

The vessel is 77 ft. in length, has a beam of 19 ft. and a draft of 9 ft. Built from the yard's model, she has a full hull with a sharp bow and round stern, and will be yawl rigged. Her frames are 4" double oak, top timbers are 5" oak, planking is 2½" oak, and decking is 3 x 4 pine. Accommodations are provided for 8 in the fo'c's'le and 2 in the after cabin. A chart room adjoins the pilot house. A 700-gallon cypress water tank is located under the dresser in the galley which is fitted with a sink and Shipmate range. Interior finish is of cypress, and both interior and topsides are covered with Pettit paint.

The *Gladys & Mary* is powered with a 155 hp. Atlas Diesel, which turns a Hyde propeller on a 4" bronze Hathaway shaft, with Hathaway stern bearing and stuffing box. Winch, deck gear and fish hoist are also of Hathaway make. Other equipment includes a 9 hp. Palmer Diesel auxiliary engine, Kelvin-White compass and Edson deck pumps. The vessel has a capacity of 90,000 lbs. of fish.

The Morse yard is now building a 95 ft. dragger for Capt. John G. Murley of New Bedford, to be powered with a 250 hp. Atlas; and a 100 ft. dragger for John Dallett of New York, to be powered with a 300 hp. Union Diesel.

"Grace M. Cribby" Repowered

The *Grace M. Cribby*, a 65' x 13' 8" x 6' 6" well lobster smack owned by Consolidated Lobster Co., and operated between the Company's Hancock, Me., and Gloucester, Mass., plants, has been repowered with a Model HMRS 125 hp. super charged Cummins Diesel, which was installed by Stonington-Deer Isle Yacht Basin, Stonington. The engine is equipped with a 2.5:1 reduction gear and turns a 38 x 26 Columbian three-blade propeller at 550 rpm., giving a speed of 10 knots. It is furnished with Commercial fuel filter, Deluxe lube filter, and a Woodward hydraulic governor, which holds the speed of the engine wherever set, regardless of the load. There is a 2½" bronze shaft with Goodrich-Cutless stern bearing and a 30-volt set of new Surrette batteries. The boat carries a crew of 3, with Capt. Sidney Hodgkins, skipper, and Hollis Davis, engineer.

Maine Mussel Promotional Program Underway

MAINE mussel packers took steps on May 4 to put their product on a postwar footing through a program of educational advertising, according to F. H. Black, chairman of the group. The advertising program will be instituted in the cities of the Pacific northwest where a market has already been established, as soon as final details can be worked out.

Standards of quality for the industry were discussed at a meeting, which would insure fancy pack under the State of Maine trademark. Standards for the pack were laid before the meeting by C. M. White of the state Division of Markets, and A. M. G. Soule of the Division of Inspection. The suggested standards were based on research done by the University of Maine and the Department of Agriculture.

Chairman Black stated that the promotional program would be financed by the packers through a per case assessment on the seasonal pack.

Acting in advisory capacity at the meeting were Sturges Dorrance, advertising counsel for the Maine Development Commission; Commissioner Arthur R. Greenleaf, Don Block, Division of Markets; Walter Rust, Leslie Scattergood and Clyde Taylor of the Fish and Wildlife Service; Allen Mills and B. Ingersoll of the Division of Inspection. The packers were represented by James Wyman, Millbridge; Ed Witham, Rockland; John Tarbox, S. Gouldsboro; Fred Black, Thomaston; Robert Kinney, Bar Harbor; E. R. Elwell, Portland; Roy Allen, Brooklin; Ralph Barter, Stonington; Calvin Stinson, Prospect Harbor.

Six Gill Netters at Portland

Six gill netters are now operating out of Portland. They include John Zappia's *St. Joseph I* and *St. Joseph II*, Portland Fish Company's *Maurice Davis*, skippered by Capt. Roy Curtis, which has operated as a gill netter all Winter; *Anna C.*, owned by Mrs. Ole Christiansen; the *Lark*, which was recently purchased by Greenleaf Fish Co. of Widgery Wharf, Portland; and the *Mayflower*, owned by Capt. Ole Mikkelsen and Ejinar Haugaard.

McFarland Building Lobster Smack

S. F. McFarland's boat shop in So. Bristol is building a 45' x 13' x 5' well-type lobster smack to be operated by George Gilbert of New Harbor for Willard Daggett Co. of Portland. The boat will be framed with 1½ x 3 inch bent oak, planked with 1½ inch fir, and will have a 14' cabin. She will be powered with a Chrysler Crown engine with 3:1 reduction gear, and will swing a 32 x 20 propeller. The boat is expected to be completed in 2 months.

Start Dragger at Webber's Cove

Construction has been started on a 40 ft. dragger at Webber's Cove Boatyard, East Bluehill, Me., for the Harbor Fish Co., of Bar Harbor. The vessel is designed by Eldredge-McInnis, Inc., to carry 22,000 lbs. of fish, and is expected to be fishing by July 15. She will be powered by a Chrysler Royal engine.

Rebuilt "Casco" Starts Dragging

The rebuilding of the 80-year-old former oyster dredger *Rosa Belle* was recently completed at the Frank L. Sample, Jr., Inc., shipyard, and the vessel was delivered to her new owner, Capt. Antonio Bertolino of Gloucester. Now known as the *Casco*, the dragger is 56 ft. in length, and is powered with a Gray Diesel. Most of her frames and planking were renewed, and a new deckhouse built.

Repowered with Chrysler Engines

Chrysler Crown marine engines sold through Walter H. Moreton Corp., Boston, and installed by Hunter Machine Co. of Rockland, have recently been installed in boats owned by Dewey Gamage and Austin Snowman of Newwagen, Harry McLain of New Harbor, Harry Lowell of Port Clyde, and in Ralph Simmons' *Greyhound* of Port Clyde, Charles Anderson's *Iva Agnes* of Rockland and Maxwell Young's *Ellen A.* of Criehaven.

The *Arthur D.*, owned by Charles and Wilbur Olsen of Cape Elizabeth, has been repowered with a Chrysler Crown engine with 2.56:1 reduction gear, sold by Harbor Supply Oil Co., Portland.

The new 60 ft. dragger "Pilhasca", following launching by Wm. Edgar John & Associates, Inc., Rye, N. Y.

"Pilhasca" Launched at Rye

THE *Pilhasca*, second fishing vessel to be constructed from the builder's own design, known as the Rye Dragger, was launched from the Rye, N. Y. shipyard of Wm. Edgar John & Associates, Inc., on April 22nd.

She was christened by Mrs. Joseph Captiva, mother of Capt. Francis Captiva of Provincetown, Mass., who is co-owner with Capt. John Hall.

The *Pilhasca* is 60' long, has a beam of 16' 6" and draws 7'. Frames are of oak, planking is yellow pine and decking is 2⅜" Western fir. Marking a departure in the usual design for vessels of this length, the new dragger has a lively sheer and an eliptical stern insuring able, dry performance in all kinds of weather. She accommodates a crew of five.

The vessel is equipped with a 4 cylinder, Model 35F 8¾, 120 hp. Fairbanks-Morse main propulsion engine. Her auxiliary set consists of a 1½ kw. generator, 50 gallons per minute capacity rotary water pump, and 10 cubic feet air compressor, all driven by a 5 hp. 600 rpm., Model 36A 4¼ Fairbanks-Morse Diesel. Deck gear and winch were supplied by the Hathaway Machinery Co.

A third dragger of similar design is now under construction at the Milton Point yard for Capt. August Reiter of Greenport, Long Island.

L. I. Flounders Out and In

FOR the duration of the war, the commercial fishermen of Brookhaven Township requested that dragging for flounders be permitted in town waters.

The draggers even agreed they would stay away from rowboat areas, but the permission, after being granted for two months, is now denied, according to reports.

Duryea Upholds Commercial Fishermen

At a hearing before the Town Board of Islip last month, Supervisor Charles H. Duryea stopped the pressure that had been put on the Board to stop flounder dragging in the channels. He said, "There is a war on. If dragging is an efficient method for obtaining flounders, let them be caught that way. Food is paramount right now to setting up restrictive areas."

Ocean Pout Must Be Candled

Previously, ocean pout were filleted in the market and in fish stores and sold. They now must be candled after filleting the same as rose fish down east.

This will be sure to slow up the market demand for these fish and it will be a touch and go proposition whether or not they will be worth shipping any more, according to the L. I. Fishermen's Association.

Wheeler Building Three Draggers

Wheeler Shipyard, Inc., now has under construction at its Brooklyn, N. Y., plant, two 60-ft. draggers and one 75 ft. dragger; and in the near future expects to start construction of a 90-footer. The vessels are designed by Walter J. McInnis of Eldredge-McInnis, Inc., Boston.

Gulf Shrimp Landings Show Increase

ACCORDING to the fourth annual summary of information contained in the daily Fishery Products Reports, just released by the New Orleans office of the Fishery Market News Service, shrimp landings in the Gulf States during the year 1943 were approximately 8% more than during 1942. Hard crabs showed a decrease of 37% over the previous year. The greatest increases in salt water fish were shown by red drum, king whiting and spotted sea trout; red drum up 77%, king whiting 43%, and spotted sea trout 45%.

During 1943, the New Orleans office of the Market News Service reported the production of 805,991 State barrels (2,775,807 U. S. standard bushels) of oysters and 99,320,621 pounds of other fishery products. This represents a decrease of 1 percent from the previous year for oysters and an increase of 1 percent for other varieties. Production of both fresh-water and salt-water fish increased over 1942 showing increases of 27 percent and 11 percent respectively. The decrease for hard crabs was caused largely by the lack of labor.

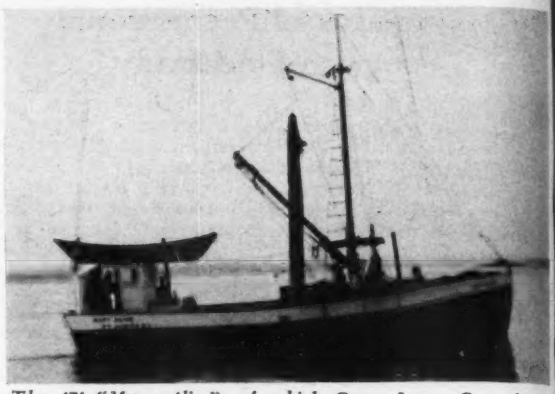
Production was reported in 51 classifications, divided as follows: fresh-water fish 4, salt-water fish 31, and shellfish and miscellaneous items 16. Shrimp, as usual, was the most important species, accounting for 83 percent of the production exclusive of oysters. The more important varieties of salt-water fish were, in order of their importance, mullet, red snapper, spotted sea trout, red drum (redfish) and grouper. More important fresh-water species were catfish, buffalofish, gaspergou.

Louisiana Shrimp Trawlers

Among the shrimp trawlers with good catches last month were the following in Morgan City and Berwick: *Frank D. Upchurch*, Capt. Robert Goodbread, and *Wave*, Capt. Matt Thibodaux, J. R. Hardee plant; *Forty Fathoms*, Capt. Joe Webster, General Seafoods; *Shirley H.*, Capt. Buck Vining, J. J. Hebert, owner; *Lawrence, Jr.*, Capt. Minton Jambon, Raymond Leloup, owner; and *Leviathan*, Capt. Harold Benoit, Palmer-Pacetti plant; *Lt. G. O. Broussard*, Capt. T. B. Mock, and *Miss Morgan City*, Capt. Sidney Dorsey, V. Santos Co.; *Dragonet*, Capt. A. F. Sauls, Riverside Sales Co.; *A. E. Ruiz*, Capt. Alvin Lapyreuse, Morgan City Packing Co.; *Sea Queen*, Capt. E. Varnum, Colonial Shrimp Co.; *Hilda B.*, Capt. Louis Gaspard, Brooks Seafoods; *Joan Dora*, Capt. Sam Jones, United Seafood.

In Patterson: *General Douglas MacArthur*, Capt. Joe Weber, Patterson Shrimp Co.; *Andrew J. Higgins*, Capt. Bill Guthrie, St. John's Shrimp Co.; *Ramos Bros.*, Capt. John Azervado, and *Ramos, Jr.*, Capt. Carlos Pinos, Ramos Shrimp Co.; *Conquest*, Capt. Walker Lancaster, and *Spartan*, Capt. Earl Lamair, Versaggi Shrimp Co.

The 55 ft. dragger "Lt. Thomas Minor", recently built by Stonington Boat Works, Stonington, Conn. She is owned by Smith & Bindloss, and is powered with a 100 hp. Caterpillar Diesel. Inset, her skipper, Capt. Samuel Roderick.



The 47' "Mary Alice", of which Capt. James Gamache is skipper, and Kenneth Winter, engineer, of Point Judith, R. I. She is powered with a HMR602, 93 hp. Cummins Diesel with 2:1 reduction gear, and is furnished with a Sperry hydraulic throttle control, Weston electric tachometer and an alarm system. The engine swings a 32 x 21 Hyde propeller to give a speed of 9 knots. Other equipment includes a Shipmate range, Barber-Howard direction finder, Maxim Silencer and Linen Thread nets. The boat has accommodations for 5 men, and carries 30,000 lbs. of fish.

Florida Shark Industries to Borden

FURTHER expanding its Florida holdings, the Borden Co. of New York has purchased Shark Industries, Inc. and Shark Fisheries of Hialeah. R. M. French, Sr., president of the shark firm, said the business would be known as Shark Industries, division of the Borden Co., would continue to maintain its Hialeah office and that he would continue as operating head of the business.

"Extensive expansion of our operations both here in Florida and in the surrounding islands is planned," French said, explaining that Borden is interested primarily at this time in increasing the vitamin A production from shark livers in this area.

Shark Industries, according to French, now operates its main processing plant at Salerno, in Martin county, where it also carries on extensive fishing operations. It also has a fishing station in the Florida keys and has fishing operations on the West Coast.

Dehydration Plant for Fort Myers

Sponsored by the War Production Board and managed by the Reed-Martin research laboratories of St. Petersburg, an $80,000 pilot plant for the dehydration and compression of oily types of fish, principally mullet, will begin operations about July 15, at Fort Myers, according to Frank Reed, chief of the laboratories.

An initial order for British lease-lend, for 40,000 pounds of the mullet processed under the newly developed methods, will provide an output sufficient to last until the pilot plant can be perfected and expanded to the dimensions of a full fledged commercial establishment.

St. Petersburg Strike

More than 200 commercial fishing boats were tied to their docks and upward of 500 fishermen were idle as the result of a tieup voted May 9, by the St. Petersburg branch of the Coast District Fisherman's Union. The group said wholesale dealers had refused a master contract setting minimum prices on edible fish produced in Florida waters.

Brunswick, Ga., New Shrimp Houses

ON a waterfront lot filled in by the city of Brunswick between London and Prince Streets, it is planned to construct two shrimp houses, each to be about 40 by 50 feet. The city will erect the houses, it was stated, and they will be rented to local shrimp fishermen.

New Bedford Developing Red Hake Fishery

RED hake, once considered useless by New Bedford fishermen, is now coming into New Bedford in large quantities, with 325,000 lbs. having been landed on May 3. Although the ceiling price is only 2c ex-vessel, the fish have been profitable since catches are large and are obtained nearby. One vessel, after being away from port only 13 hours, returned with a 40,000 pound catch. Average size of the species is 9 to 14 inches, and weight runs between 1 and 2 pounds. A good market is being created for the fish, most of which is being scaled and filleted. Many of the small draggers who have found yellowtails scarce lately are now fishing for red hake.

"Three of Us" in Operation

The new 60 ft. dragger *Three of Us*, built by Palmer Scott & Co., of New Bedford for Capt. Ernest Tarvis of Provincetown is now in service. The vessel is powered with a Model 1879, 170 hp. Buda Diesel, which swings a 44 x 38 Columbian propeller.

Superior Fish Buys "Leretha"

The 91′ dragger *Leretha*, recently returned by the Navy, has been sold by Capt. Reuben Cameron of Gloucester to Superior Fish, Ltd.

Provincetown Boat Repowered

The *Clara M.*, owned by Capt. Domingos Codinho of Provincetown has been repowered with a D-13000, 115 hp. Caterpillar Diesel, with 2:1 Twin Disc reduction gear and front power take off. The engine was sold by Perkins-Eaton Machinery Co., Boston, and installed by Hathaway Machinery Co., Fairhaven.

Ten Steel Trawlers at Fall River

Ten 96 ft. steel trawlers are under construction and on order at Somerset Shipyards, Inc., Fall River, Mass. The *Rosalie D. Morse*, demonstration ship of Fairbanks-Morse & Co., which was launched in January, now has her machinery, and is having her deck house erected. The *Chas. M. Fauci, Jr.*, built for Charles Fauci and Peter Busalacchi of Boston, is about ready for launching. Another vessel is being built for Charles Fauci, two for North Atlantic Fish Co., Boston; two for interests associated with Superior Fish, Ltd., New Bedford; two for Busalacchi Bros., Boston; and one for John J. Ryan of Boston, who represents the Newfoundland Dehydrating Process Co.

Connecticut Has Good Shad Run

WHAT is reported to be the best run of shad in many years is being experienced by Connecticut River shad fishermen this year. The success of the fishery is attributed to the propagation program which has been carried on. The season opened April 1, and was expected to be in full swing by the 20th, and should continue good until July 1st, after which production begins to taper off.

It is estimated that there are 50 two-man boats engaged in shad fishing at various points along the river with 14 operating from Saybrook. This year fish as large as 7½ pounds have been caught with the average about 4½ pounds. At the opening of the season a price of 56c per pound was received, and at present the prices run from 12c to 18c. Catches are running up to 3 to 4 hundred fish per night, and most of the production is being shipped to New York.

Essex Boat Works Building Dragger

Essex Boat Works, Inc., Essex, Conn., of which M. C. Tiley is manager, are building a 61′ x 16′ x 7′ 6″ dragger for John George of Stonington, Conn. The vessel will have a capacity of 50,000 lbs. of fish and carry a crew of 6, and is expected to be launched by June first.

Stonington Changes of Ownership

Capt. Manuel Araujo of Stonington has purchased the 38′ *Bertha C.* from Capt. Nathaniel Culver, who has bought a 28′ lobster boat. The 43′ *Notus*, formerly owned by William Martin of Freeport, L. I., has been taken over by Harold DeRonde and Paul Suter, who are operating the boat from Stonington.

The "Southern Cross" of New Bedford, owned by Capt. George Fisher and skippered by Capt. Arthur Butler. She is powered with a 60 hp. Atlas Diesel.

West Haven Yard Building 58-Footer

The West Haven Shipyard of West Haven, Conn., is building a 58′ dragger for Alfred Robello of Stonington, which will be powered with a 115 hp. Caterpillar Diesel.

57-Footer for Blue Ribbon Fillet

Stonington Boat Works, Stonington, Conn., has taken an order for a 57 ft. dragger to be built for the Blue Ribbon Fillet Co. of Stonington, which will be powered with a Caterpillar Diesel.

"Dauntless" Launched at Essex

The 60 ft. dragger *Dauntless*, built for John D. Egan and L. W. Caton of New Bedford by Dauntless Shipyard, Inc., Essex, Conn., was launched April 20. She was designed by Eldredge-McInnis, Inc. Power will be furnished by a 150 hp. Lorimer Diesel, and Capt. Peter Foley will be skipper.

Launch Two Draggers at Stamford

Two 60 ft. draggers were launched last month by Stamford Marine Construction Co., Stamford. They are the *Liberty II* for Capt. Henry Passion of Provincetown, which is now being outfitted at Hathaway's in New Bedford, and the *Cape Cod* for Capt. Arthur Duarte of Provincetown, which is being outfitted by Wm. Edgar John at Rye, N. Y. Both vessels will be equipped with 115 hp. Caterpillar Diesels.

Rhode Island To Move Quahogs

THE Governor of Rhode Island recently signed the Waring Bill which appropriates $15,000 for the transplanting of quahogs from polluted areas above Conimicut Point in the Providence River to Greenwich Bay and Sakonnett River. Removal work is expected to get underway early in June, with dredging to be done by quahog boats, which are to deliver the stocks to large oyster boats which will plant the quahogs in designated certified grounds. Dredge boats will be unlimited as to the amount they may catch as long as they can be replanted the same day. Fishermen will be paid $1.00 per bushel for the transplanting work.

Trap Fishing Underway

Charles McKenna of Point Judith made the first trap fishing set in that area on April 11. Other trap operators at Point Judith are Capt. Everett Clark, Harry Champlin, and William Webster. The early catch consisted of alewives, sea robbins and shad, and at the present time squid and fluke are being caught, which will be followed later by mackerel.

Building New Boats

Harold A. Loftes is building a new 47 ft. dragger for himself at Wickford, R. I.

Wharton Shipyard of Jamestown, R. I., is building a 60 ft. dragger for Capt. Larson of Vineyard Haven, from plans of Albert E. Condon.

"Theresa R" Is Launched For Gloucester Fleet

GLOUCESTER Seafoods Corporation's second 96′ dragger, the *Theresa R.*, was launched April 20 by W. A. Robinson, Inc., shipyard, Ipswich, Mass. She was christened by Miss Ann Marie Donohoe, and will be skippered by Capt. Joseph Neary, operating out of Gloucester, Mass. Two hours following launching, the boat was having her GN6, 260 hp. Cooper-Bessemer Diesel lowered into her engine room at the shipyard's outfitting dock.

On the night of the launching day an elaborate dinner party, followed by entertainment, was given by the owners at the Lafayette Hotel in Boston to over 100 guests.

A new associated company, the New England Southern Trawling Co., has been organized by Gloucester Seafoods Corp., and its affiliate, New England Fillet Co. of Boston, to operate the new boats, including two more that are under construction at the Robinson yard for the New England Fillet Co. Robert Souza of Gloucester has been appointed port Captain and shore engineer of the trawling company.

The *Theresa R.* is an exact duplicate of the Company's *Thomas D.*, which was launched in January, and has a capacity of 180,000 lbs. of iced fish.

Among various items of equipment aboard the new vessel are an 8 hp. "Deseco" Lister-Blackstone auxiliary, "Deseco" fish hoist, 110-volt Willard batteries, Clark Cooper fog horn, Love silencer, Edson deck pump, Hathaway winch, RCA direction finder, Submarine Signal Fathometer, Kelvin-White compass, 50 watt Hallicrafters telephone and Shipmate range.

At the "Theresa R." launching, showing at top from left to right: John M. Daley, President of Gloucester Seafoods Corp.; Capt. Joseph Neary of the "Theresa R."; John S. Brady, President of New England Fillet Co., and Wm. J. Brady, Treasurer of both Companies; center, the vessel hitting the water at the Robinson shipyard, Ipswich, Mass.; bottom, the Cooper-Bessemer Diesel being lowered into the vessel.

Mackerel Seiners Leave South Early

Unusually heavy catches of mackerel caused the price of this fish to drop from 22 to 6 cents during the opening week of the season last month. In addition to large landings of the Gloucester seiners, the market was flooded with huge hauls of mackerel from nets off Virginia and Maryland. Added to this was the catch of numerous party fishing boats, which because of War restrictions have turned to commercial operations and landed mackerel for the first time.

As a result of the flooded market conditions, many Gloucester seiners cut their season short at Cape May, and have started bringing their fares to Boston, New Bedford and Gloucester. Because so much fish has been coming into New York from the South this year, the Gloucester seiners have virtually by-passed this port where ordinarily numerous trips are landed.

The first seiner to land a catch at New York this year was the *Santa Maria*, which had 85,000 lbs. on April 22. New Bedford had its first mackerel trip brought in by the *Capt. Drum* May 1, a catch of 55,000 lbs. Boston's first mackerel landings were unloaded on May 3 by the *Alden*, with 43,000 lbs., and the *Rose Marie* with 30,000 lbs. The Boston arrivals were 5 days earlier than those of last year.

Seek To Enlarge Pier Freezer

The Gloucester Community Fish Pier Association has asked the State to advance funds for making additions to the cold storage plant on the State pier. In the specifications which have been drawn up, a fifth story would be added to the present plant, which would increase storage capacity by 40%; a new addition for ice making tanks would double the ice output; and other improvements would increase the present freezing capacity by 50 per cent.

Big Catches for "Caroline & Mary"

The *Caroline & Mary*, Capt. Joe Rose, has been giving a good account of herself in catching cod and haddock. Last month she had a 4-day trip of 190,000 lbs., followed by landings of 200,000 lbs. and 195,000 lbs., with all three trips made within three weeks' time.

"Theresa D" Now "Squantum"

The dragger *Squantum*, formerly the *Theresa D.* of Boston, and now owned by Usen Trawling Co., has started landing fish at Gloucester, under command of Capt. Phil Filetto.

"M. C. Ballard" Lands First Trip

The new dragger *M. C. Ballard*, Capt. Axel Johannsson, landed her maiden trip of 149,000 lbs. of haddock and cod on May 1. The vessel is expected to be operated out of Gloucester during the Summer, and will go to her home port of Norfolk next Winter.

"Doris Amero" To Be Repowered

The *Doris Amero*, owned by Capt. Nelson Amero, is to be repowered with a new 250 hp. Atlas Imperial Diesel, installation of which is scheduled for July.

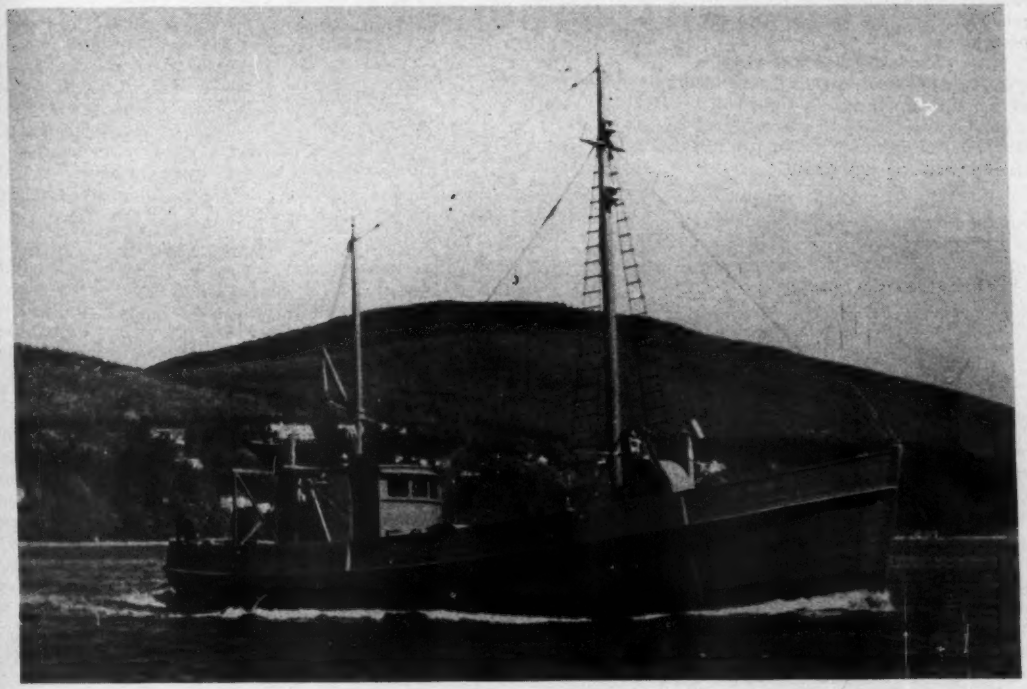
Boston Lay Dispute Stops "Blow"

REFUSAL of the crew of the 110 ft. Boston trawler *Blow* to go to sea unless she is designated as a dragger, has tied up the vessel since the first of the month. The earnings lay on a trawler is on a 50-50 basis, while in the case of a dragger it is 60-40 in favor of the crew. Authorities say that the *Blow* is correctly classified as a trawler since she carries a crew of 12 which is the minimum number of men that is carried on vessels heretofore designated as trawlers. The dispute apparently arose from the fact that the *Blow* does not have as large capacity as most other trawlers. The case is now in the hands of the War Labor Board and a hearing is expected before the end of this month.

Usen Buys "Hekla"

The trawler *Hekla*, formerly owned by Capt. Magnus Magnusson, and recently returned from Government service, has been purchased by the Usen Trawling Co., and will be renamed *Belmont II*. She is now being commissioned for fishing, and will be equipped with a new RCA direction finder and 75 watt RCA radio telephone.

RAILWAY ACCOMMODATIONS FOR ANY SIZE WOODEN FISHING BOAT



Camden builds well-designed fishing boats that trim correctly for the load specified.

We can now take on a limited amount of new construction.

There are no hidden "extras" in a Camden contract.

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

The Largest Wooden Shipbuilding Yard in New England

Maryland and Virginia Making Good Catches

THERE are more fishermen engaged in catching fish this season, than ever before, in the Chesapeake Bay. Fishermen are making unusually good catches in all parts of the Chesapeake. The haul-seiners are in the majority. The first of the season broke all record high prices.

Capt. Dulaney Linton of Saxis, Va., and Capt. Sidney Landon of Crisfield, are two of the most successful haul-seiners. Capt. Lloyd Parks and Capt. Ira Todd of Crisfield, are two successful trap fishermen.

Shad, Croakers and Herring

During the last of April, roe shad sold for 15c a pound and buck shad for 10c, croakers sold for $6.00 a box, 100 pounds to a box; herring for $10.00 a thousand, rock for 20c a pound.

J. C. W. Tawes & Son of Crisfield, are engaged in the packing of fish and shad roe this season.

Mackerel

Chincoteague fishermen reported the first catch of mackerel, during the second week in April. The first catch was 149 boxes, which netted the fishermen $24 per box on the docks. The mackerel weighed from 1½ pounds. Those reporting catches were Capts. Clarence Carpenter, Marvin Carpenter, Joshua Hudson, Aaron Russell; and there were others reporting small catches. Most of the sales were made by Wimbrow & Sons of Chincoteague.

Soft Crab Operators

George L. Sterling of Crisfield, is managing the soft crab business in North Carolina, for the Wallace M. Quinn Co.; Ray A. Parks of Crisfield, is operating a soft crab packing house in Morehead City, N. C., for the R. A. Parks Co., of Crisfield.

Prices Drop

The bottom fell out of the fish market, during the last week of April. Croakers sold for $1.00 a box, and no demand for them at that price. Shad and herring also declined accordingly. The fishermen layed off for a while. At Chincoteague mackerel also declined, and there was a glut in the market at that place. Capt. Sidney Landon of Crisfield, caught 357 boxes of croakers on April 18th and 246 boxes on April 25th. The fishermen feel that the prices will be higher later and are not discouraged.

Royal in Crisfield

The Royal Fish Co. of Georgia and Florida, are buying fish at Crisfield. Dan Royal is manager, and is conducting the business in Crisfield.

Price for Hard Crabs

At a meeting held in Crisfield, during the last week in April, by the Crisfield Seafood Association, it was decided to pay $5.00 a barrel for hard crabs. Hard crabs were selling as high as $20.00 a barrel but the price for crab meat fell and the demand for crabs fell off.

Soft Crab Season

The soft crab season opened this month in the Maryland waters of the Chesapeake Bay. The weather has been stormy and cold, and that caused a late season, as crabs will not shed if the weather is cold. There will be a shortage of crabbers this season, as the young men are in the Army or Navy, and a large number are engaged in War work. Some soft crabs have come into market from North Carolina, and it is reported that crabs are plentiful in that section. The soft crab season opens earlier in the Sinepuxent and Chincoteague Bays, the 1st of April, and crabs are brought to Crisfield by trucks. Soft crabs have been coming from the Western Shore, and a number of runboats are engaged in bringing crabs to Crisfield from that section.

Two New Boats for Quinn

The Quinn Fisheries have begun the building of two menhaden steamers in their yard in Crisfield. The work is progressing satisfactorily.

Menhaden and Croaker Catches in Tangier and Pocomoke

Fishermen in Pocomoke Sound made some good catches of menhaden. They averaged about 60 bushels a day to the gear. But one man, fishing three traps off the southwest end of Little Watts island, caught 90 bushels. Later on, the Pocomoke fishermen expect to make bigger catches.

In Tangier Sound, fishermen were getting part of the big run of croakers moving up the Chesapeake. They have been making good catches since the middle of April. Captain Wil Parks, fishing one pound off the Sand Hills in Cod Harbor, Tangier Island, captured 85 boxes of croakers. Other fishermen farther up the Sound near the Virginia-Maryland line did not do so well; but their catches ranged from 15 to 40 boxes to the gear. A box of croakers weighs 100 pounds.

Haul-seiners in both Sounds made heavy catches of croakers almost every day. They captured so many that the price of these fish dropped from $12.00 to $1.00 a box.

Crab-pot Season Opens

Crab-pot season opened in Tangier and Pocomoke on the first of April. The crab-pot men did very well at first. They set their pots in the shallow creeks along the Sound, and some made as high as $100.00 a week. But this luck did not last long. Crab-potting interfered with trotlining in the shallow waters; and since it was unlawful to set pots in creeks, trotliners decided to do something about it. One night they located several hundred crab pots and destroyed them. But this did not discourage the Tangier potters; they are now replacing their losses with new and better pots.

Trotlining

Tangier trotliners are in Pocomoke Sound and on the seaside this season. Those in Pocomoke are making from $75.00 to $100.00 a week. Those on the seaside are doing much better. They are working at night. One trotliner, Walter Crockett, made $300.00 in two weeks. Trotlined crabs have brought as high as $20.00 a barrel this year, but now they are selling for $10.00.

Norfolk Area Landings

Landings of fish in the Norfolk area for the month of April totaled 1,601,000 lbs., representing a drop of 897,000 lbs. from March production, and a decline of 348,000 lbs. compared with April 1943. While the bulk of the landings for this April were from draggers, the first pound net catches of the year were recorded, showing a total of 50,000 lbs. for the month. The landings of scup, the leading variety, approximated those of the previous month. Landings of croakers, fluke, and sea bass declined. 25,000 lbs. of shad were brought in during the month.

"Pelican" Fully Equipped

(Continued from page 23)

tions so that the top section can be opened for ventilation when there is water on deck.

There is a break in the deck at the fish hold after bulkhead, and the monkey rail is carried forward to the mainmast rigging in order to protect the main rail against trawl roller chafing, and to make it possible to dump more fish on deck.

The vessel has a fish capacity of 100,000 lbs., and the fish hold bulkheads are insulated with ground glass and sheathed with 2" pine.

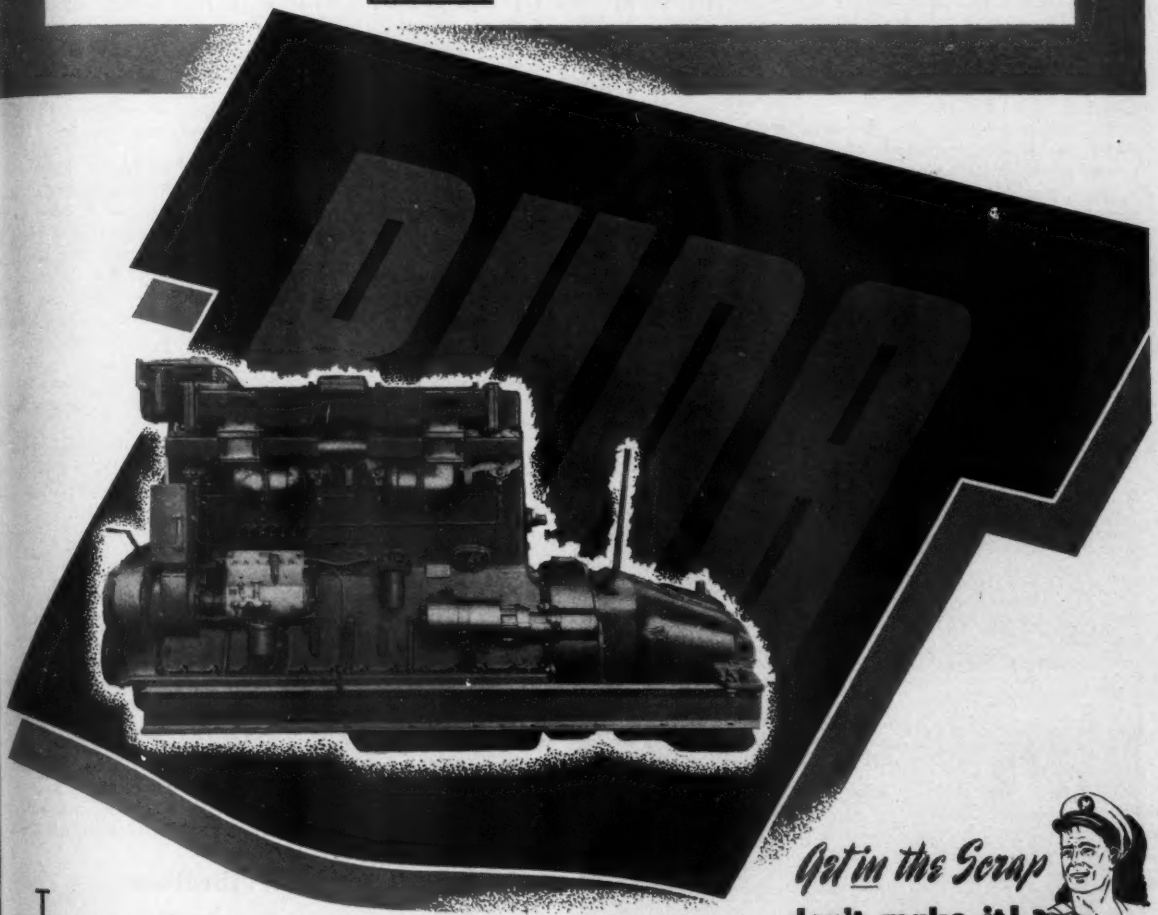
The fo'c's'le of the *Pelican* has 8 bunks with cupboards under the lower ones. There is a large clothes locker and a sliding table. The galley is handily arranged, and is equipped with a Shipmate stove. There is a 750-gallon steel water tank under the fo'c's'le floor.

The after cabin contains bunks for 2 men and ample locker space. In the engine room, there are four fuel tanks with a capacity of 3200 gallons, as well as a 120-gallon lube oil tank.

The *Pelican* is powered with a six cylinder, 9 x 12 Superior Diesel engine developing 180 hp. at 400 rpm., and turns a 50 x 32 Columbian propeller on a 4½" bronze shaft with Hathaway stern bearing. She is equipped with an 8 hp., 5 kw., 32 volt Sheppard auxiliary unit with clutch connected Goulds fish and deck wash pump and Quincy Model 310 air compressor. The auxiliary engine is fresh-water cooled and has its own independent 12-volt electric starting system, so that no hand cranking is required. Both the main and auxiliary power equipment were sold by Walter H. Moreton Corp. of Boston.

The vessel is furnished with Edson No. 3 geared reduction steerer with bulkhead-type installation, having wire cable leads running under deck to a 30" quadrant supplied by the shipyard. There is a Bludworth Standard Arrow direction finder, and a Submarine Signal Company Fathometer. The winch and deck gear are of Hathaway make, while the deck bilge pumps were supplied by Edson. The vessel is equipped with a 55-lb. Danforth anchor.

NOW PROPER ENGINE CARE pays more than ever!



IN the old days, if you wanted to neglect your engine and keep your boat tied up for engine repairs, it was your tough luck. The lost time and wasted money came out of your pocket.

It's different today, Mister. Uncle Sam needs every fishboat and work boat on the job. He can't afford down-time, and he has better places for the material, labor and tools to make repair parts ruined by neglect. So check over your engine—*regularly!*

Get in the Scrap **don't make it!**

Every engine part you save means one more for the battlefront. Take care of your engine *regularly*—check your instruction book for details on lubrication and service.

THE BUDA CO. HARVEY (Chicago Suburb) ILLINOIS

Specify BUDA LANOVA **DIESEL ENGINES** for More Horsepower Hours per Dollar!

BUDA ENGINES — PARTS and SERVICE Available From:

MARYLAND—Curtis Marine Co., Baltimore. MISSISSIPPI—Kennedy Bros., Biloxi. NEW YORK—Buda Engine & Equipment Co., New York City. PENNSYLVANIA—Johnson and Towers, Philadelphia. VIRGINIA—Curtis Marine Co., Norfolk. TEXAS—Buda Engine and Equipment Co., Houston. FLORIDA—Florida Equipment Co., Jacksonville; East Coast Equipment Co., Miami. LOUISIANA—Equitable Equipment Co., New Orleans; Layne-Louisiana Co., Lake Charles.

Wisconsin Regulations Frozen Pending Investigation

UNDER a newly passed order of the Wisconsin Conservation Commission, Lake Michigan and Green Bay lake trout and whitefish fisheries will be allowed to use their present fishing gear until July, 1946.

The Commission voted to freeze mesh sizes and other restrictions at their present standards pending an investigation into the kind and size of nets, and the size limits on fish, that are necessary and desirable.

The Commission hinted broadly that it is convinced that the present 17-inch size rule for lake trout is inadequate, and that regulations in the future will impose a larger size for minimum legal catches. Apparently some Commissioners are inclined to believe that a trout 17 inches is not yet old enough to have spawned.

The study projected by the department will involve also possible changes in regulations on Lake Superior fisheries, where the whitefish is more important.

The Commission said that while stiffer restrictions which had been scheduled for Lake Michigan and Green Bay pound net fishermen have been abandoned, new gear will be installed by the operators "at their own risk". The Commission clearly intended, while proposing a moratorium on new regulations, to prevent the purchase and use of new and smaller nets during the next two year period.

The relaxation of the scheduled pound net rules is in genera accord with the petition of commercial fishermen in the lak ports. Under the old order fishermen would have been requir to convert all their gear to a 4½ inch minimum mesh size dur the next year.

Smelt in Lake Huron Area

Smelt have reappeared in the St. Clair River, which connec Lake Huron with Lake St. Clair, after an absence of two sea sons, in numbers large enough to attract market buyers.

Conservation spokesmen said the appearance of the fish hold hope that numbers will increase to their former abundance i northern waters.

A mysterious disease last year destroyed almost all the no mally abundant smelt in northern Lake Michigan and Lak Huron.

Smelt made their appearance in runs in streams near Ea Tawas, Michigan, for the first time in two years, on April 17.

Defoe, Largest Shipbuilding Company on the Lakes

Harry J. Defoe, founder of the Defoe Shipbuilding Co., Ba City, Michigan, began building boats 45 years ago, with asse consisting of a kit of carpenter tools and $100 saved from 7 years of teaching. His first contract was for two 30-ft. fishing boats built by 3 men in a lean-to adjoining an old tug office.

Today, Defoe workers, using assembly line technique, have earned four renewals of the Navy "E" award for production excellence in turning out mine sweepers, submarine chasers, destroyer escorts and landing craft.

The Defoe Company has won contracts for more than $150,000,000 in navy ships, approximately half of which already have been delivered, fully fitted and armed.

Harry Defoe himself conceived the unique roll-over process of hull assembly, which is credited with reducing production costs sharply by conserving space, eliminating scaffolding and cutting labor expense.

Construction of the hulls of subchasers and destroyer escorts is started upside down on a flat deck on which bulkheads are placed. Plates, set by overhead crane, lie in position by their own weight and permit downhand welding, piece rates for which are just half of overhead welding. In addition, plant records show that man hours required are but one-third to one-fourth of the total needed in following conventional methods.

When the hull is completed, two 50-foot eccentric steel wheels are clamped into position. Actual roll-over, controlled by a single locomotive crane, requires but five minutes and the work of only a dozen men. The two huge wheels roll on tracks to right the hull, setting it in position for other work which precedes the ship's sidewise launching into an adjoining slip.

Harry Defoe's intense interest in ships might be traceable to his father, Joseph, who was a Great Lakes fisherman and sailor.

Rough fish removal on Lake Kegonsa, Dane County, Wisconsin. Upper picture, running carp into crib. Centre, barge hauling in seine rope. Lower, putting carp into crib from seine.

Torsional Vibration

(Continued from page 22)

recommendation on the smallest shafting that can be used a shafts below their specifications are not desirable.

Many boats, due to the nature of design and work they per form naturally fall into a "long shaft" class where with com paratively small shafting diameters the major criticals are kept below operating speeds. Many tugs and towboats require only a short shaft length that does not need too large a diameter. However, there are a few tugboats of the larger sizes where the shaft length falls between these two. The procedure in cases of this type is to adopt one of the two following alternatives: (1) use a medium-sized shafting and accept a torsional critical at some spot within the operating range, but agree not to operate the boat at this speed, (2) arrange to use especially large shaft ing, of possibly a tubular type.

The first alternative, keeping the critical at some point such as midway in the operating range is accepted and used by many operators of vessels as freight or passenger ships where the only two speeds employed are "full ahead" and "dead slow". How ever, the alternative of using a larger diameter shaft is becoming more frequently employed. The extra difficulty of providing for exceptionally large shafting when building the vessel is more than compensated for by an operating range entirely free of criticals.

BANTAMS THAT HANDLE GIANTS

INTERNATIONAL NEWS PHOTO

KEEP 'EM FLOATING!

Marine Products Pumps . . . Several series ranging in capacity from 40 g.p.m. to 250 g.p.m. The sea is no place for puny, streamlined flows that falter over sand, grease or debris—including fish scales.

They don't make headlines — these working boats of America's wartime fleet — but they are doing a top job on a tough and vital front.

Tugs, wrestling heavy tonnage in all kinds of water! Fishing boats, braving everything to harvest the seafood crop! Patrol boats, trawlers — small craft of every sort! Their crews, and the ace builders of their hulls and engines, deserve high tribute, which Marine Products gladly pays.

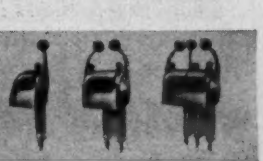
For them — and for the "Beach Busters" of our amphibious vanguard — it is our job to build pumps and other marine engineered equipment that won't falter or fail in the roughest going.

And it is our pledge, through never-ending laboratory research, to make that equipment constantly better.

MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE. DETROIT 7, MICHIGAN

Marine Products Throttle and Clutch Controls. Easy, responsive, positive control is a first requirement for all small craft. No place for laborious installations — outmoded linkages — distortion, binding or lost motion.



MARINE ENGINEERED EQUIPMENT

WOLVERINE-POWERED

"Stanley B. Butler"

LANDS RECORD

NEW BEDFORD TRIP

The 94 ft. dragger "Stanley B. Butler", owned by Capt. Olaf Anderson, recently landed 150,000 lbs. of fish at New Bedford—the biggest single trip ever recorded at that port.

Since her return from Government service 2 months ago, the vessel has had big hails continually, chalking up a total of 890,000 lbs. in 8 trips.

An 8 cylinder, 9¼ x 14, 300 hp. Wolverine Diesel provides the "Stanley B. Butler" with ample dependable power. Wolverines are built to meet the demands of high-line producers in all types of fishing.

★

Wolverine Motor Works Inc.

Union Ave. Bridgeport 2, Conn.

Texas to Have a Shark Processing Plant

TEXAS' newest fishing industry is a shark processing plant at Port Isabel, on Laguna Madre, to be operated by the Technical Fisheries, Inc., of San Francisco, California.

Two boats, 75′ x 14′, which were intended for the Navy's use when they were built, will be used by this company for shark fishing. While ice storage space has been increased by turning unneeded living quarters into vaults, accommodations are still adequate for a 6-man crew.

According to the company's plans, shark meat will be filleted at the new plant and oils will be extracted from the livers. When advisable, the skins and fins likewise will be salvaged.

Although shark fishing is to be the principal endeavor of those connected with the business, the license obtained recently from the Texas Game, Fish and Oyster Commission will permit the taking of other fish in Texas coastal waters.

Skippers Jimmie Easom and Bert Minter, who have been engaged as boat operators in the Aransas Pass area, will man the shark fishing boat at Port Isabel.

Aransas Pass Channel

Work is now in progress on dredging the 6-mile channel from Aransas Pass to Port Aransas, the waterway connecting Aransas Pass with the Gulf of Mexico, Intracoastal Canal, and Corpus Christi Bay.

Canal Extension to Rio Grande

The long anticipated extension to the Intracoastal Canal which would carry this waterway to the Rio Grande River at Texas' southmost tip, will become a reality if the House acts favorably on Senate amendments to the annual War Department Civil Functions Bill.

Tentative provisions include in addition to the canal proper, a channel 12 feet deep to be located between Laguna Madre and Harlingen, one of the larger cities in the Rio Grande Valley section. Port Isabel likewise would share in the benefits of this inland terminus of the waterway.

Damaged Trawlers Repaired

All of the boats damaged during the March storm are now being repaired. These included the *Al Smith* of the Bay Fish Company fleet, the *Leader* belonging to the Western Shellfish Company, and *Robert T.* owned and skippered by Dan Belt. All were Aransas Pass boats and were sunk while anchored at the Port Isabel pass near the Coast Guard Station. The *Gladys*, also from Aransas Pass, was beached below the Rio Grande River. The *Big Willie*, whose crew was taken aboard a passing boat during the storm, likewise was found beached some 25 miles below the Rio Grande.

Net Fishermen Maintain Average

Net fishermen who operate in largest numbers when trawlers are held in port by unfavorable winds or scarcity of shrimp, maintained their average during March.

The 56,327 pounds of redfish taken during the month topped the catch of 47,745 pounds caught in March, 1943. Trout, which ran 148,639 pounds this year, was well above last March's total of 101,265 pounds.

Drum fell behind, however, during March. Only 48,714 pounds were taken as compared with 76,311 pounds taken during the same period in '43.

Hoist Is Installed

The *Bocage*, of Freeport, owned and operated by Capt. Andrew Branco, has been equipped with a 3-drum Stroudsburg hoist. The *Bocage*, 45′ x 12′ x 5′, has a 60 hp. 6-cylinder Lathrop gasoline engine, and works for General Sea Foods, Inc., Aransas Pass.

Mackerel Fishing Delayed

Lateness of the Spring mackerel run in the waters off Port Aransas has delayed the Western Shell Fish Company's attempt at mackerel seining off that port. Two nets, 1500 feet in length, have been made for this purpose by B. T. Miller of Florida, who will co-operate in the venture. A Western Shellfish Company boat has been converted into a launch suitable for carrying and operating the nets.

Boat Under Construction

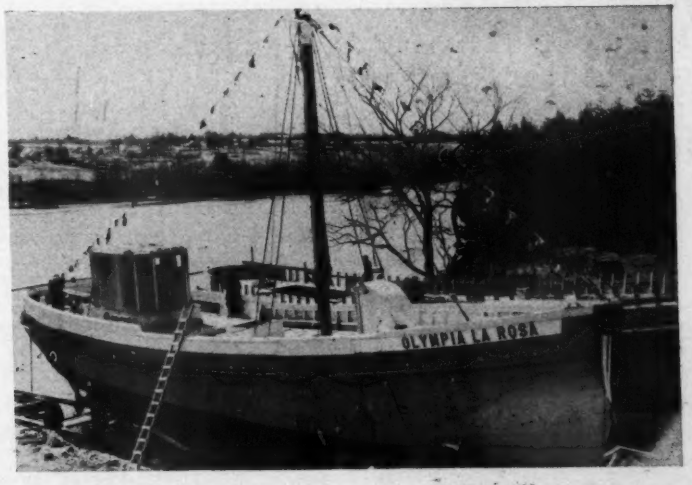
The Two Bros. Fish Company, Ingleside, will increase its fleet soon with a new shrimp trawler now under construction.

THREE 82 FT. DRAGGERS

Launched in Two Weeks

at WALDOBORO

Last month three trim, sturdy 82-foot draggers slid down the ways at Waldoboro Shipyard — the "Moonlight", first of two draggers for Northeastern Fishing Co., Boston; the "Olympia" for Capt. Chas. LaRosa of Everett; and the "Evzone", first of two for Soffron Bros. of Ipswich. The vessels are now being outfitted for fishing at the yard, and, destined to become successful producers, will soon join the fleet.



Proven Construction Methods in a Complete, Modern Yard

The Waldoboro Shipyard is up-to-date in every respect. The yard lay-out is unexcelled, with complete facilities for efficient dragger building and outfitting. It is equipped to handle electrical and machinery installations, pipe fitting, welding, blacksmithing and machine work. An ample-sized crew of experienced workmen is employed under expert supervision.

WALDOBORO SHIPYARD INC.

WALDOBORO, MAINE

Lathrop

GASOLINE and DIESEL MARINE ENGINES

Furnish Reliable Power *from Maine to Florida* For the Fishing Industry

Illustrated are: the new shrimp trawler "George C. Marshall", owned by Manuel J. Carinhas of the Independent Fish Co., Mayport, Fla., and powered with a Type D-80 Lathrop Diesel with 2:1 reduction gear; and the sardine carrier "Mildred", owned by R. J. Peacock Canning Co., Lubec, Me., and powered with a 75 hp. Lathrop Engineers Model gasoline engine.

Since 1897 Lathrop engines have maintained a reputation of dependable, economical service to the fishing industry. All along the coast, they power various types of boats, engaged in all kinds of fishing. Everywhere they are regarded as faithful servants that help bring in better catches and make more money. Fishermen know Lathrop engines are always ready to go. They give top performance under any test.

THE LATHROP ENGINE CO.
MYSTIC, CONNECTICUT

Marine Engine Builders Exclusively for 47 Years

Boston Landings for April

(Hailing fares. Figure after name indicates number of trips.)

Adventure (3)	325,900	Lark (3)	334,000
Bettina (3)	353,200	Lillian & Anna S. (1)	7,500
Billow (2)	404,500	Maine (3)	673,000
Blow (2)	337,000	Maristella (3)	371,400
Boston (2)	282,800	Marjorie Parker (1)	70,500
Breeze (2)	378,000	Marsala (1)	46,500
Brookline (3)	549,400	Neptune (2)	403,800
Cambridge (2)	362,000	Newton (3)	621,800
Comber (2)	465,300	Plymouth (3)	623,500
Cormorant (2)	695,000	Quincy (3)	671,400
Dorchester (3)	616,000	Ripple (3)	841,400
Fabia (2)	484,000	Sea (2)	554,700
Felicia (1)	119,000	Shamrock (2)	136,300
Flow (2)	524,700	Spray (3)	626,800
Frances C. Denehy (2)	143,200	Theresa D. (1)	90,500
Geraldine & Phyllis (3)	283,500	Thomas Whalen (3)	662,200
Gertrude Parker (3)	300,500	Two Pals (2)	11,900
Gossoon (2)	141,300	Vandal (3)	312,900
J. B. Jr. (1)	13,400	Wm. J. O'Brien (4)	811,100
J. B. Jr. II (2)	28,900	Winthrop (3)	435,400

Scallop Draggers (Landings in Gallons)

Alpar (1)	1,000

Gloucester Landings for April

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (17)	36,000	Lois T. (1)	40,000
Aliburton (23)	63,900	Lucretia (3)	15,000
Alicia (2)	70,000	Margie & Roy (6)	16,800
America (2)	107,000	Marie & Winifred (1)	58,000
American Eagle (1)	55,000	Marietta & Mary (2)	201,000
Angie & Florence (1)	50,000	Marsala (1)	20,000
Ariel (3)	24,500	Mary (4)	70,000
Austin W. (3)	225,000	Mary A. (2)	135,000
Beatrice & Rose (1)	35,000	Mary & Julia (3)	267,000
Bonaventure (3)	391,000	Mary Curtis (2)	275,000
Breaker (2)	439,200	Mary M. (1)	58,000
Breeze (1)	205,000	Mary R. Mullins (1)	115,000
Calista D. Morrill (3)	13,000	Mary Rose (2)	256,000
Carlo & Vince (2)	34,200	Nancy B (1)	65,000
Caroline & Mary (3)	540,000	Nancy F. (3)	154,000
Catherine (20)	47,500	Naomi Bruce (22)	48,000
Cayadetta (2)	41,000	Naomi Bruce II (23)	64,500
Chebeague (2)	41,000	Naomi Bruce III (23)	53,000
Columbia (2)	345,300	Natale III (1)	95,500
Columbo (1)	28,700	Natalie III (2)	132,000
Corinthian (2)	322,000	Newcastle (3)	120,000
Doris F. Amero (2)	200,000	No More (20)	41,500
Edna Fae (24	86,000	North Star (2)	74,000
Elizabeth A. (3)	23,000	Nyoda (1)	44,000
Ellen Jean (1)	1,000	Old Glory (1)	60,000
Emily C. (2)	12,000	Olympia (1)	26,000
Enterprise (22)	54,600	Phyllis A. (4)	9,200
Escort (4)	22,000	Pollyanna (4)	437,000
Ethel S. Huff (3)	16,500	Polly T. (16)	23,300
Eugene & Rose (2)	67,500	Portugal (2)	179,000
Evalina M. Goulart (1)	95,000	Rainbow (2)	240,000
Eva M. Martin (5)	20,300	Richard J. II (17)	62,700
Evelyn G. Sears (2)	128,000	Richard J. Nunan (2)	105,000
Famiglia (1)	60,000	Rose & Lucy (2)	116,000
Gertrude E. (4)	12,000	Rosemarie (1)	16,000
G. N. Soffron (2)	240,000	Rosie & Gracie (1)	36,000
Golden Eagle (2)	256,500	Ruth & Margaret (2)	170,000
Gov. Al Smith (1)	91,000	St. Anthony (2)	115,000
Grace F. (3)	332,000	St. Joseph (2)	108,000
Helen M. (2)	200,000	St. Peter (1)	34,000
Ida & Joseph II (1)	11,000	St. Providenza (3)	18,000
Jackie B. (21)	56,100	Salvatore (1)	90,000
Jackson & Arthur (3)	12,500	Sebastiana C. (2)	65,000
J. B. Jr. (2)	31,000	Sebastiana & Figli (2)	38,000
Joffre (2)	280,000	Serafina N. (3)	210,000
Josephine & Margaret (1)	81,000	Serafina II (1)	18,000
Josephine P. II (2)	57,000	Susie O. Carver (1)	61,000
Killarney (3)	569,500	Theresa D. (1)	12,000
Lady of Good Voyage (1)	5,000	Thomas D. (3)	233,100
Leonora C. (2)	245,000	Trimembral (5)	27,100
Linta (1)	7,000	Vince (17)	25,500
Little Joe (4)	51,200	Wind (2)	309,000

N. C. Blues Abundant

CAPTAIN H. T. WATTS and two helpers brought in 1200 pounds of extra large blues one day recently, all caught at one set of their nets. The catch brought the three men about $350. Watts, widely known as a guide for sports fishermen, has turned to commercial work until restrictions are lifted. Other commercial fishermen have been reporting an abundance of blues, most of them of fighting size.

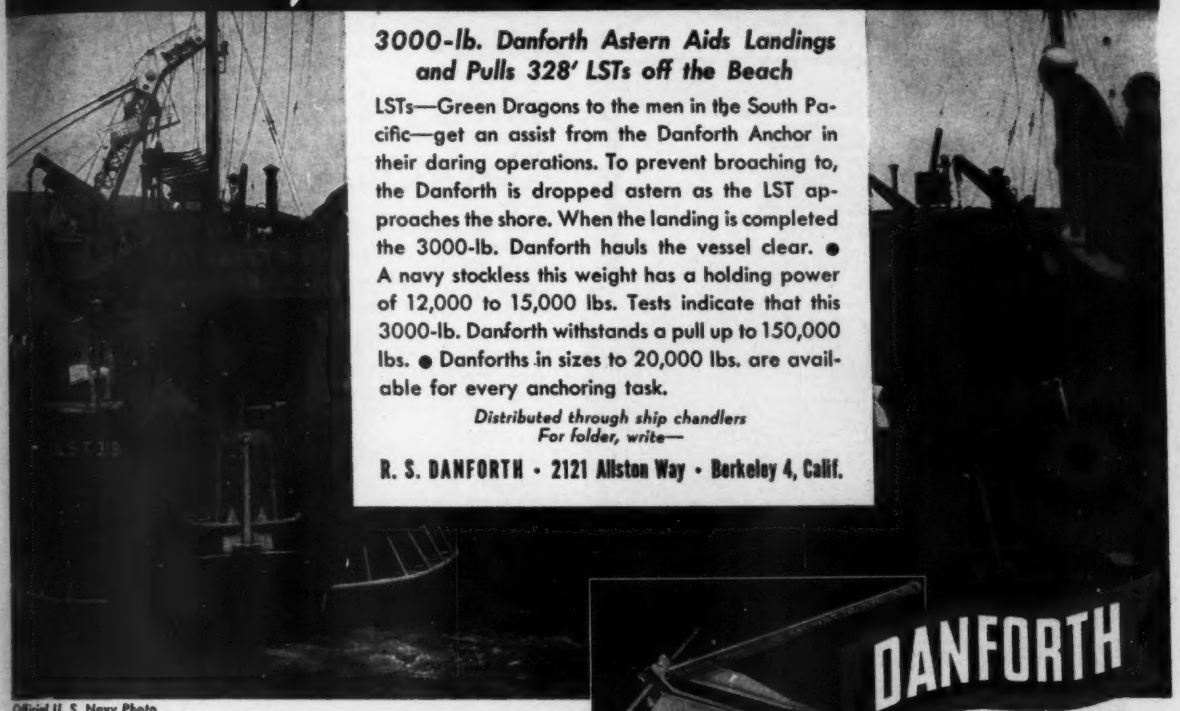
Briddell Features Crisfield Seafood

THE April issue of the "Flambeau", house periodical of Chas. D. Briddell, Inc., devotes 4 pages to an illustrated story of Crisfield, the home of Briddell and "The Seafood Capital of the U. S. A."

Featured are crabs, oysters, diamondback terrapin, rock, croakers and weakfish. Pictures show Chesapeake Bay, packing houses and boats tonging for oysters and unloading fish.

The repairing of oyster tongs was the first step toward the Briddell factory 50 years ago. Now the Briddell factory has a separate department which makes several patterns of oyster and clam tongs.

THE *Dragon's Tail* – A SECRET WEAPON



3000-lb. Danforth Astern Aids Landings and Pulls 328′ LSTs off the Beach

LSTs—Green Dragons to the men in the South Pacific—get an assist from the Danforth Anchor in their daring operations. To prevent broaching to, the Danforth is dropped astern as the LST approaches the shore. When the landing is completed the 3000-lb. Danforth hauls the vessel clear. ● A navy stockless this weight has a holding power of 12,000 to 15,000 lbs. Tests indicate that this 3000-lb. Danforth withstands a pull up to 150,000 lbs. ● Danforths in sizes to 20,000 lbs. are available for every anchoring task.

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DANFORTH ANCHORS FULLY PROTECTED BY U. S. AND FOREIGN PATENTS.

• BUY WAR BONDS

EDERER NETS

are doing their part to increase fish production

Gill Netting
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Trap Fishing

Ederer Fish Netting is skillfully manufactured to highest quality standards. It is scientifically designed to provide the proper size and style for every fishing requirement.

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The 79 - Foot "PELICAN"

A Rugged, Well-Fitted Dragger from a Fully Equipped Yard

Three covered building ways, with overhead cranes. Capacity up to 125 feet. Thoroughly experienced in wooden dragger construction. Can install all machinery and deck gear.

BRISTOL YACHT BUILDING CO.

SOUTH BRISTOL, MAINE

A good place to build a good boat.

THE SKIPPER GETS A REPORT . . .

• Radiotelephone is the quickest, most convenient means of communication to shore and between ships when help or information is needed. To the skipper, this means more efficient fleet operation and, most important of all, assures safety at sea.

With the greatly expanded fishing fleets necessary to supply food to the world in the post-war period, communication needs will be greater than ever before . . . Hallicrafters will meet those needs with greatly improved Radiotelephone incorporating features learned from vast war research and manufacture.

These features will mean less interference, better selectivity and a wider range of uses with your very dependable post-war Hallicrafters Radiotelephone.

BUY A WAR BOND TODAY!

hallicrafters RADIO

THE RADIOMAN'S RADIO

THE HALLICRAFTERS COMPANY, CHICAGO 16, U. S. A.

Fulton Market Wholesale Prices

Species	Apr. 1-8	Apr. 10-15	Apr. 17-22	Apr. 24-2
Alewives	.02-.02	.01½-.02	.01-.02	.01-.01
Bluefish	.26-.42½	.25-.45	.25-.45¾	.25-.30
Butterfish	.09-.11	.08-.20	.04-.18	.02-.12
Codfish, mkt.	.10-.16	.08-.12½	.09-.13	.08-.13
Codfish, stk.	.10-.16½	.09-.20½	.13-.18	.10-.17
Croakers	.18-.19	.07-.18	.04-.08½	.03½-.07
Eels	.20-.20	.08-.20	.10-.20	.08-.25
Flounders	.03-.14	.02-.15¼	.01½-.13	.02-.13
Fluke	.14-.25	.12½-.20	.20-.30	.18-.22
Haddock	.11-.13¾	.09-.15	.09-.13½	.08-.13
Hake	.. ..	.11-.12	.. ..	.02-.11
Herring	.. ..	.04-.04	.04-.04	.04-.04
Jewfish	.. ..	.18-.28	.. ..	.25-.25
King Whiting	.. ..	.. ..	.08-.10	.10-.10
Mackerel	.28-.28	.25-.35	.06-.22	.06-.10
Mullet	.16-.16	.24-.24	.14-.14	.. ..
Pollock	.09¼-.12	.08-.12	.09-.13¾	.09-.12
Pompano	.70-.70	.68-.75	.60-.75	.50-.60
Red Snapper	.30-.40	.35-.40	.30-.35	.32-.33
Scup	.07-.15	.12-.15	.04-.14	.02-.11
Sea Bass	.12-.23	.15-.25	.15-.25	.09-.20
Sea Trout, g'y.	.. ..	.. ..	.06-.40	.06-.20
Sea Trout, spt.	.40-.40	.. ..	.45-.45	.10-.12½
Shad	.14-.40	.04-.30	.01-.20	.01-.15
Silversides	.. ..	.. ..	.. ..	.50-1.00
Smelt	.. ..	.30-.45	.20-.40	.08-.25
Sole, g'y	.13-.14	.12-.13	.. ..	.12-.13
Sole, lem.	.04-.15½	.10½-.15	.12½-.15	.10-.15
Striped Bass	.18-.23	.12½-.20	.12½-.18	.13-.20
White Perch	.05-.25	.05-.05	.02-.15	.03-.15
Whiting	.07-.08	.07-.08	.03-.08	.02-.06
Yellowtails	.08-.12½	.06-.13½	.07-.11½	.06-.10
Clams, hard	3.00-14.00	3.00-13.00	3.00-13.00	3.50-11.00
Clams, soft	3.50-5.50	4.00-5.50	4.50-6.00	4.00-5.00
Conchs	4.50-6.00	4.00-6.00	4.50-6.00	4.50-5.50
Crabmeat	.50-1.65	.50-1.65	.60-1.90	.35-1.75
Crabs, hard	5.00-6.00	.. ..	.. ..	4.00-4.50
Crabs, soft	.. ..	2.50-3.00	1.50-3.50	1.50-3.00
Frogs Legs	1.55-1.75	1.60-1.60	1.75-1.75	1.60-1.65
Lobsters	.52-1.10	.40-.51	.40-.70	.40-.62
Mussels	1.00-2.00	1.50-2.00	1.25-2.00	1.50-2.00
Shrimp	.28-.38	.28-.44	.28-.44	.30-.45
Squid	.. ..	.10-.22	.16-.20	.14-.20

Freak Fluke

Capt. Albert Vest, master of the fishing craft *Mary Ellen*, and his crew of five men brought a piscatorial "whatsit" into Fulton Market on April 28, in the form of a fish that was referred to throughout the day as a "Jap fluke" and a "fluke Jap". That the flat fish was a fluke was unquestioned. But its entire under, or white, side bore the design of the Rising Sun of Nippon. Radiating from a one-inch red circle were a series of alternating red and white lines, in perfect imitation of the flag of Japan. In the office of the Fishery Council, where the fish was placed on view, the fluke, thirty-three inches long, tipped the scales at fifteen pounds. The fish was taken by net in deep water off Cape May, N. J., along with a heavy catch of normal or neutral fluke. It was brought into the market of Chesebro, Robbins & Graham, who turned it over to the Council. Ed Irwin, secretary for the Council, announced that the fish would be on exhibit at the Council office and that a donation to the Red Cross would admit visitors interested in gazing at the fish with the misplaced patriotism.

Stories of the freak fluke appeared in New York Times, Tribune, World Telegram, P M, Journal American, Sun and Brooklyn Eagle. Good publicity for the fish business.

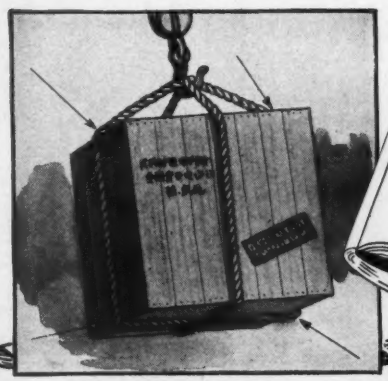
"Charlie the Crab"

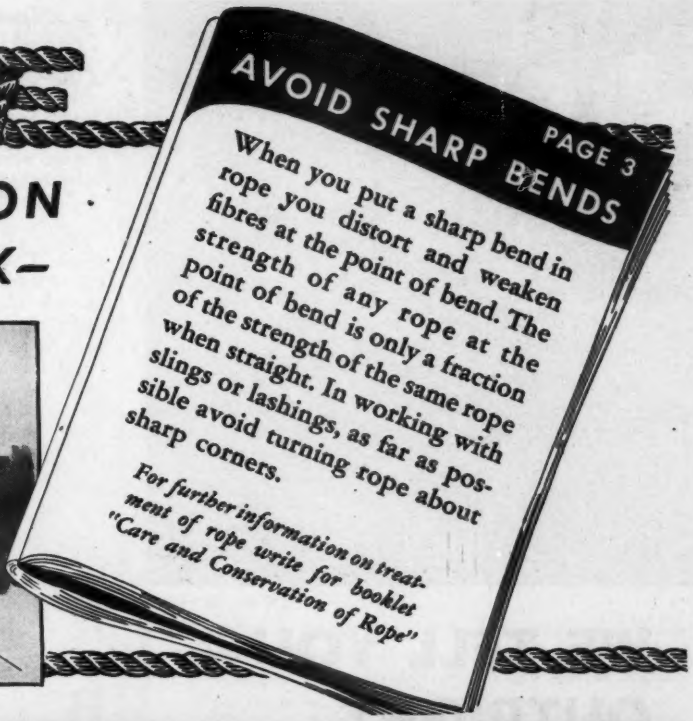
"Charlie the Crab" is the latest character in the Fishery Council's cartoon family, the two earlier members being "Freddy the Fish" and "Oswald the Oyster".

Council releases go to 500 newspapers and radio stations. By keeping all newspapers and radio stations informed with reliable information, the Council has gained an enviable reputation for giving "up to the minute" news of Fulton Market.

ROPE

CONSERVATION NOTE BOOK—




AVOID SHARP BENDS
PAGE 3
When you put a sharp bend in rope you distort and weaken fibres at the point of bend. The strength of any rope at the point of bend is only a fraction of the strength of the same rope when straight. In working with slings or lashings, as far as possible avoid turning rope about sharp corners.
For further information on treatment of rope write for booklet "Care and Conservation of Rope"

NEW BEDFORD CORDAGE CO.
233 BROADWAY • NEW YORK, N.Y.
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NEW MARINE DIESELS
Superior 8-cyl. 12 x 15 Engine
400 H P at 325 R P M
Wt. Approx. 50,000 lbs. OA length 20 ft.

AVAILABLE
One in August — One in September
Subject to prior sale

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For full particulars, prices, etc.
Write, Wire or Phone

WALTER H. MORETON CORP.
Marine Engineers
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New England Distributors
SUPERIOR MARINE DIESELS

Experienced Builders Who Know How to Do Any Job Well

New Construction up to 100 ft.
Conversions - Maintenance

Three Railways Hauling Up to 150 tons
1400 ft. of Dock Space
Large Machine Shop Facilities

Now Building 61′ and 48′ Draggers

ESSEX BOAT WORKS Inc.
ESSEX, CONNECTICUT
Midway Between Boston and New York
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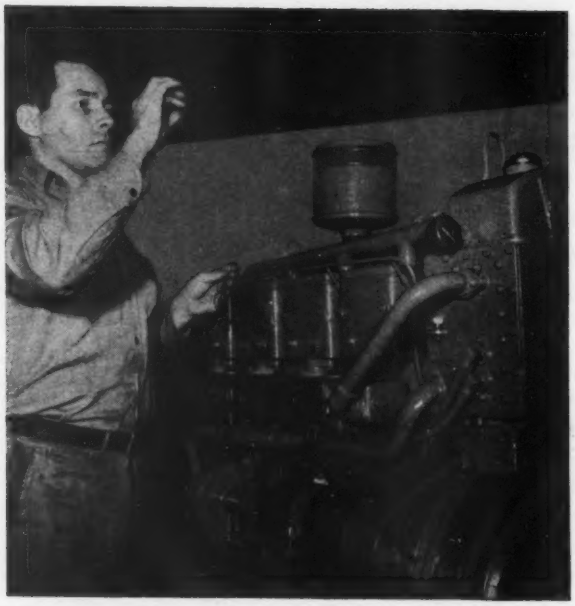
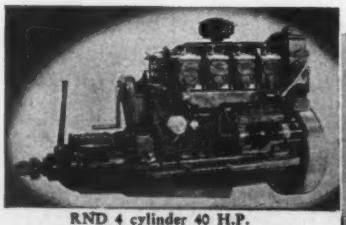


WE TELL YOU OUTRIGHT . .

..... that you can idle a Palmer Diesel down to 250 RPM for as long as you wish without fear of the cylinder oil being diluted. A strong statement .... yes, but we can prove it! Palmer's patented combustion chamber is so designed that the fuel oil is subjected to great turbulence and is completely burned even at the lowest idling speeds. Thus it cannot wash lubrication from the cylinder walls and pass into the crankcase to ruin the base oil. Experienced Diesel operators appreciate this advantage as well as the many other common sense features of the Palmer Diesel. Write for full information. Your letters will receive prompt attention in spite of our present war work activities.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary

RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.

PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

New Jersey Oystermen Adopt Tax

AT the recent Annual Meeting of the Port Norris Oystermen's Association, a new plan of taxation was approved. The plan calls for a tax of a few cents per bushel on all oysters harvested from Delaware Bay, the proceeds to go toward a shell planting fund to replenish the natural beds. The officers elected were as follows: President "Mac" Fowler; Vice-President, Norman Jeffries; and Secretary-Treasurer, Melvin Sockwell.

Frank L. Orr, recently appointed Vice-President of the Maxim Silencer Co., in charge of sales. Mr. Orr has been with the Company since November 1930, when he became District Manager of the New York office. In 1933, when the Sales Department was moved from New York to Hartford, Mr. Orr became Sales Manager of the Company.

Round Tank Fuel Oil Filters For Diesel Engines

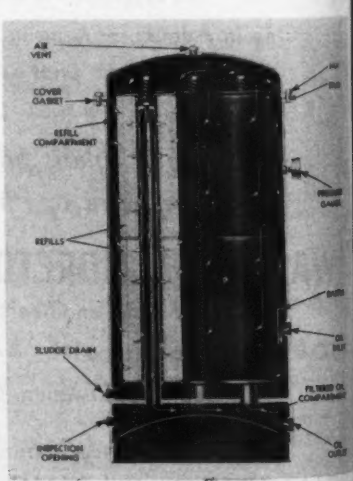
BRIGGS Clarifier Company, Washington 7, D. C., announces an improved standard line of round tank fuel oil filters for Diesel engines. New models have been added to broaden the application of Briggs Fuel Oil Clarifiers so that flow capacities range up to 500 G. P .H.

Maximum working pressures and hydrostatic test pressures have been established to meet specific demands of the application. For small high speed Diesel engines where pressures sometimes run well above 50 P.S.I., the Clarifier is designed for maximum working pressure of 100 P.S.I. and is hydrostatically tested at 150 P.S.I. For large, heavy-duty Diesels where pressure is usually between 15 and 25 lbs., the Clarifier is designed for a maximum working pressure of 40 P.S.I. and hydrostatically tested at 60 P.S.I. Pressure drop across the refills ranges from 0 to 5 P.S.I. on all models.

Manufacture of these standard units has been worked out in every detail, and assembly tools designed to assure a uniform finished product. Covers and cover gaskets will be interchangeable in the various sizes; spare gaskets may be ordered with bolt holes already punched. Gaskets are made of improved "Corprene", a mixture of cork and synthetic rubber.

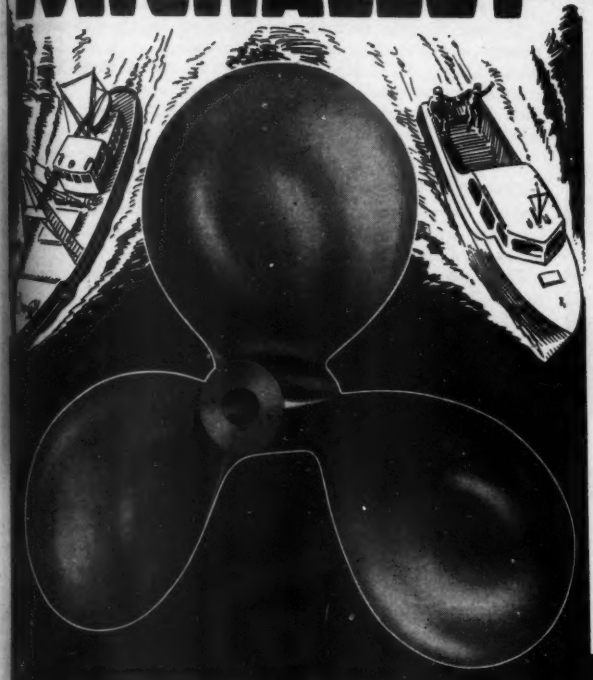
Provision is made for registering pressure differential across the refill cartridges by installing one gauge in the upper compartment of the tank and another in the lower compartment. A glance tells the operator the exact pressure differential and when to change refills. Improvements have been made in the refill holding assembly to assure a perfect seal at both ends of the refill cartridge.

In addition to a complete standard line of Fuel Oil Clarifiers, custom built models are available to meet special requirements.



New model Briggs fuel oil clarifier.

"MICHALLOY" The Longer Lasting Metal



FOUND ONLY IN

MICHIGAN MACHINED-PITCH PROPELLERS

MICHALLOY, of which MICHIGAN Propellers are made, is a special formula alloy that is far tougher and much more resistant to salt water corrosion than the ordinary manganese bronze. Hence, long after other propellers have served their usefulness, MICHIGAN propellers continue to render heroic duty. Product of propeller specialists with over 40 years of propeller building "know how" and the exclusive MACHINED-PITCH process which assures precise accuracy, MICHIGAN is the name to remember when you again purchase a new propeller. It means better performance, longer wear — lower ultimate cost.

EXPERT RECONDITIONING of propellers of all makes by the guaranteed accurate MACHINED-PITCH Method is available at our strategically located service stations. Write for name of the nearest one.

MICHIGAN WHEEL COMPANY Grand Rapids, Michigan

FISHING EQUIPMENT

for all sizes of Draggers and Trawlers

Grimsby Fittings and Cod Ends

•

Roebling Wire Rope

•

Wall and Plymouth Rope

•

Lobster Pot Warp

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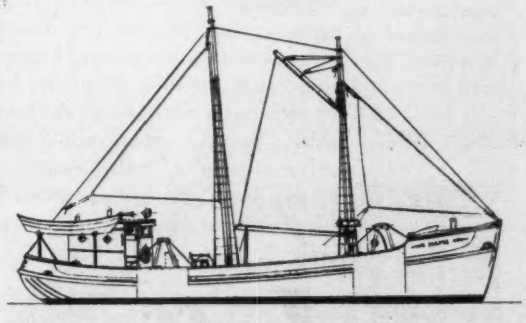
Trawl Twine and Lobster Twine

WESTERBEKE FISHING GEAR CO., Inc.

279 Northern Ave. Boston, Mass.

FAMOUS CASEY FISHERMEN

Are Again Available



82' Dragger now building from Eldredge-McInnis design

New England Distributors for

KAHLENBERG HEAVY DUTY DIESELS

• Five Marine Railways Handling up to 500 tons

Complete Fishermen Repair Service and Engine Parts

CASEY BOAT BUILDING CO., Inc.

FAIRHAVEN, MASS.

Boats with Fine Workmanship and Lasting Quality

AS GOOD AS YOUR BOND

The ability of a deck's seams to withstand the onslaught of weather and green water is measured by the quality of the bond in those seams. It's the seams that take the punishment of cold, heat, rain, snow, and heavy seas. Experience has taught ships' masters on the seven seas that Jeffery's Marine Glue proves under stress of climate and rough weather, to be the best protection for deck seams. A longer-lasting bond, a firmer bond, a more adhesive bond, Jeffery's Marine Glue is sure, safe, certain and in the long run most economical for every craft.

Jeffery's MARINE GLUE

L.W. Ferdinand & Co., Inc.
Newton Lower Falls, Massachusetts

N. J. Boats Loaded With Fish Sink

SKIPPERS of two commercial fishing boats caught so many mackerel April 26, that both boats sank in 15 feet of water off Townsend's Inlet.

Skipper Camile Buffalo was bringing in an estimated 5000 pounds of fish when the boat grounded on a sand bar and sank. Dewey Monicetti with a boat loaded with 8000 pounds started to the rescue, but his boat also foundered. Five crewmen were rescued by a municipal boat. Coast Guardsmen salvaged the boats.

New Party Boat Regulations

Operation of party fishing boats in the coastal waters of the Fourth Naval District is permitted effective immediately in accordance with new regulations issued by the Commander of the Delaware Group, Eastern Sea Frontier.

Deep sea party fishing boats had been under ban since October, 1942.

The relaxed regulations permit bona fide party fishing boats of 38 or more feet in length to operate outside inland waters of the Fourth Naval District under certain conditions from sunrise to sunset.

To qualify as a party fishing boat, the craft must be a documented boat 38 feet or more in length and approved for carrying at least six persons for hire in addition to the operator and crew members.

Two New Draggers Designed by Condon

Harry Mogck of Cape May is building a 79 foot dragger; and Alfred May of Strathmore, N. J., is building a 62 ft. dragger, both from plans of Albert E. Condon, of Fairhaven, Mass.

Left to right: Oluf Mikkelsen, new Chrysler marine distributor; J. R. Barton, manager Chrysler marine engine division; and George Mikkelsen.

Chrysler Selects Oluf Mikkelsen For Marine Engine Line

CHRYSLER Corporation Marine Engine Division has appointed the Oluf Mikkelsen Company of 393 Fourth Avenue, New York City, as distributor.

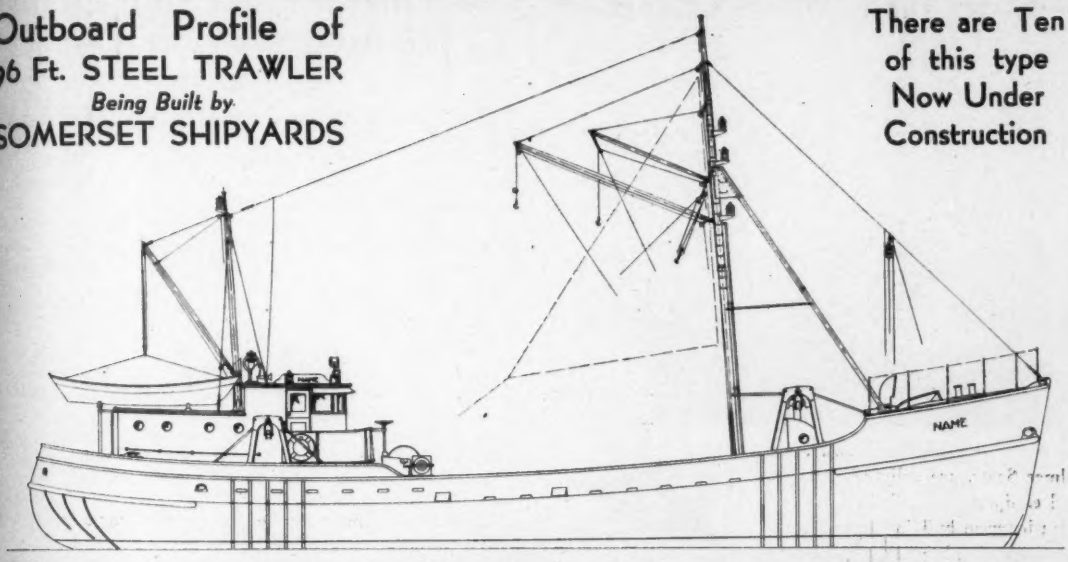
The Oluf Mikkelsen Company has been for 34 years a distributor of outboard motors, and this is the first time that it ever has taken on a line of marine engines for inboard installation. The concern is the largest outboard motor distributor in the country, and will continue in that business, with the Chrysler Marine Engine line as a complementary activity.

Because of its long experience in the outboard field, its large acquaintance among boat owners and its exceptionally complete and modern service facilities, the Oluf Mikkelsen Company is ideally qualified to handle the Chrysler line.

The fundamental similarity between sales and service operations in the outboard and inboard engine field makes this a natural tie-in. It is an assurance that owners of boats powered by Chrysler engines will receive the same treatment that has made the Oluf Mikkelsen Company the leader in its field. The company not only has a well-equipped shop but also a trained organization that has been developed purely on marine work.

Outboard Profile of
96 Ft. STEEL TRAWLER
Being Built by
SOMERSET SHIPYARDS

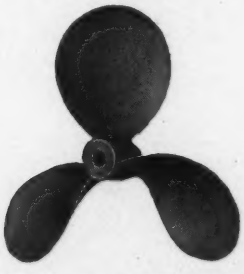
There are Ten of this type Now Under Construction



We are equipped to build and repair all types of steel vessels up to 200 feet. Your inquiries solicited

The SOMERSET SHIPYARDS, Inc.
Box 831 — Fall River, Mass.

The "High Liners" must have efficient, dependable equipment

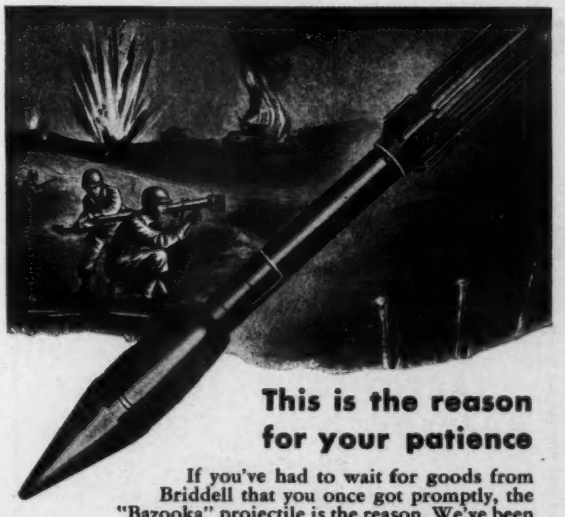


52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY
HYDE WINDLASS COMPANY, Bath, Maine



This is the reason for your patience

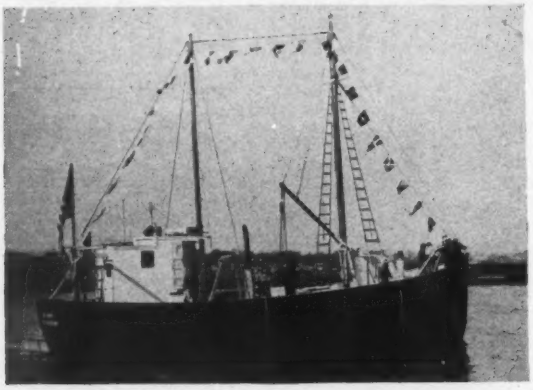
If you've had to wait for goods from Briddell that you once got promptly, the "Bazooka" projectile is the reason. We've been making it since back in 1942—with 16 other war items.

Making products to U. S. precision standards has raised Briddell craftsmanship and efficiency to an even higher level, which is reflected in the goods we're able to allot to civilian use.

Thank you for your patience; it will be rewarded with more and better Briddell goods —when the war rockets cease to flare.

CHAS. D. BRIDDELL, INC.
Craftsmen in Metal since 1895 Crisfield, Maryland

Ready to Fish When Launched



Fishing boats like the "Sea Hawk", built by Palmer Scott, are delivered complete with all equipment installed at the yard. Time-lag between building and outfitting is eliminated, and you start making money sooner. An expert organization is available to meet your requirements in building any type vessel up to 100 ft.

ARMY (E) NAVY

Complete Facilities for Construction and Repairs

Palmer Scott & Co., Inc.
NEW BEDFORD, MASSACHUSETTS

Lower Your Fuel Costs by Using

PREFERRED

Heavy Duty Marine Ranges, Ovens, Water Heaters,

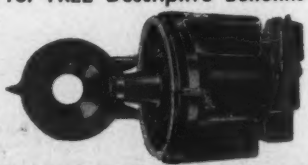
Equipped with

FRACTIONAL GALLONAGE PREFERRED OIL BURNERS

Throttle Controlled

For Diesel Oil or Lighter

Write for FREE Descriptive Bulletins



PREFERRED UTILITIES
MANUFACTURING CORPORATION
1860 Broadway, New York 23, N. Y.

Vineyard May Shift From Outside to Inside Waters

By J. C. Allen

THE first of May brought a spot of cheer to local sea-skimmers who had frozen in their jackets, or bailed rain from their pockets three-quarters of the time during April; not a stormy month, as storms or months go, but generally lousy in its general aspect; that was April.

The doings afloat, between 4 and 40 fathoms, have been spotty, with the luck more or less on the dodge and nobody really making fast at any time. In general, it can't be said that the local gang squared away for May with any great amount of enthusiasm. Rather it was with a questioning mind, verging on apprehension.

Between the vagaries of nature, which backs and fills like a schooner under all plain sail with nobody at the wheel, and governmental bureaus who seem to believe in penalizing the innocent for the sins of the guilty, there is little peace on earth for such fisherfolks as ours, in this day of our Lord.

Wild cries of black marketing of fish reach us from the mainland, and statements that simmer with satisfaction emanate from the Governmental offices, when production is mentioned, all of which is supposed to add up to the conclusion that Government interference with the fisheries has worked out well for all parties concerned, with fishermen making more money, production up, God knows how much, and the American public enabled to obtain its seafood for little or next to it. Well, in this neck of woods things do not stack up that way at all. Perhaps we are unimportant, and nobody cares a damn, but there are a few who are interested, namely those whose livelihood is threatened.

To begin with, ceilings and restrictions cannot produce fish where none are to be found. Up to this date, nobody who knows anything about the game has found cause to alter his opinion that the yellowtails are just about cleaned out inshore. Anyhow, whatever the cause, the boats are just not getting them and that's all there is to it. The good trip of yellowtails, since last December, has been a distinct rarity.

Again, the blackbacked flounders, supposed to run in very early Spring, have not shown up as they usually do. It is a cinch that the old-timers didn't look for it. They didn't show up last year either, and more and more the gang depended upon the yellowtail to carry the financial burden.

Cod, haddock, pollock and such odds and ends as have always been regarded as staple foodfish have not been plentiful this Spring except in pretty bold water. Flukes struck early, and a few boats made a minor killing. But they appeared in water so bold that the smaller vessels were unable to fish for them. They couldn't carry cable enough on their drums to tend in such soundings. It was probably just as well, because if the small boats had travelled that far, we might have lost some of them, and anyhow the larger vessels cleaned out the pod in less than two weeks.

All of this leaves us right where we started, with a fleet of vessels numbering about 25, which have not made half a season since last December up to the present time. Oh, sure, part of it was due to the tie-up, we know that, but the fish had begun to disappear before that, and besides, there was some dirty weather during the middle and latter part of the tie-up, which would have seriously interfered with business had the fleet been in commission.

We have no right to say that any other boats besides our own are affected in this way because we do not contact their skippers. But we know that 50 to 60 other craft from various places commonly fish with ours and do no better. So it may be fair to assume that their luck doesn't stack up any more favorably. Yet, this being accepted, for the group we mention, and God knows how many more, OPA waves a flag and talks about the great increase in production—meaning ling, which was never intended for food, and has already fallen mighty low upon the list of food-fish and with ample reason. Our own personal opinion is that in spite of the greatly increased tonnage engaged in fishing, in spite of the attempt to save all the ocean trash this side of Hell, the production of food-fish on the entire coast has fallen off. Of course the Powers that Be will ridicule us; we expect it, but we know what is happening at home.

Nobody is handling alewives here this Spring, not at 1.25 a hundred, with help to pay at wartime wages. They will, however, pickle some later. The first lobster was potted here on April first, and some gear is fishing. Trap spiles are in and twine will be set long before the middle of May; probably before the tenth. Bait seems plentiful, for the season of the year, and there is a promise, not too hot, but a promise just the same, that the traps will reveal a movement of fish inshore, such as we used to have.

It is this notion, perhaps more than anything else, that makes us, personally, hopeful for the local fisheries. We have observed the cycles, the booms, and depressions, in the fisheries, for 50 years. A change seems pending; just what it will be we couldn't guess, but such indications as can be seen all point to a shift from outside to inside waters, with traps instead of otter-trawls taking the heft of the haul. Maybe it sounds fantastic, but this is the day of fantastic things. If anyone doubts it, they have only to study the operations of our master minds in Washington.

New Bedford Landings for April

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (2)	57,000	Huntington Sanford (3)	84,000
Agda (2)	48,000	Idlewild II (4)	50,500
Alice J. Hathaway (2)	171,000	Ivanhoe (4)	189,500
Alice May (4)	53,400	J. Henry Smith (1)	11,800
Alva (3)	24,000	Joan & Ursula (3)	185,800
Anastasia E. (1)	15,500	Josephine & Mary (1)	61,500
Angeline (1)	2,000	Julia K. (1)	9,000
Anna (1)	25,000	Kelbarsam (1)	21,000
Anna C. (2)	15,500	Liberty (3)	29,700
Anna M. (3)	45,800	Liboria C. (2)	42,200
Ann & Marie (4)	34,000	Little David (2)	24,500
Anna O. (2)	30,000	Little Growler (2)	90,500
Annie L. Jackson (1)	17,500	Madame X (1)	13,300
Annie Louise (1)	14,000	Madeline (2)	38,800
Annie M. Jackson (1)	11,500	Malvina B. (2)	48,500
A. P. Andrew (2)	67,900	Marie & Eleanor (3)	31,500
Arnold (3)	45,100	Marie & Katherine (3)	96,000
Barbara Tee (2)	19,700	Marion & Dorothy (1)	1,000
Bernice (5)	84,400	Marquette (1)	9,500
Bessie (2)	60,000	Martha E. Murley (2)	110,500
Bethlehem (6)	90,900	Mary E. D'Eon (2)	26,000
Bono (4)	43,200	Mary Grace (3)	231,400
Cape Ann (2)	156,000	Mary J. Landry (2)	30,500
Carib (3)	11,700	Mary Tapper (2)	127,300
Catherine & Mary (2)	49,000	Mayflower (2)	37,500
Charles E. Beckman (3)	48,500	Minnie V. (2)	38,500
Charles M. Fauci II (2)	12,000	Mishaum (4)	119,600
Christina J. (2)	98,000	Morning Star (1)	16,500
Clara T. (1)	8,600	Nashawena (3)	14,000
Clifton (1)	10,000	Noah A. (3)	77,000
Clinton (2)	40,100	Nobadeer (1)	7,100
Connie F. (2)	37,500	Olive Williams (3)	91,700
Dagny (2)	78,000	Palmers Island (3)	24,900
Dirigio I (2)	21,700	Penguin (3)	141,300
Doris (2)	22,500	Priscilla (4)	42,000
Dorothy (4)	51,000	Quest (3)	33,300
Driftwood (1)	9,500	Ramona (2)	23,800
Ebenezer (2)	16,000	R. E. Ashley (2)	174,300
E-C (2)	5,500	Richard & Arnold (2)	23,000
Eclipse (5)	72,300	Rita B. (2)	200,000
Edith (1)	9,000	Rose Jarvis (1)	7,700
Eleanor K. (2)	35,000	Rosie II (1)	3,700
Elva (6)	161,200	Russell S. (2)	41,500
Elva & Estelle (3)	58,300	Sankaty Head (4)	67,900
Emma Marie (2)	19,000	Sea Hawk (1)	20,000
Etta K. (3)	40,600	Sea Ranger (3)	245,300
F. J. Manta (2)	37,000	Sevenous (3)	31,000
Flavia (2)	13,000	Skilligolee (1)	62,500
Fred Henry (2)	35,500	Stanley B. Butler (3)	311,800
Gay Head (2)	32,000	The Friars (3)	112,000
Gloria (1)	7,000	Theresa (2)	6,000
Grayling (5)	73,500	Trio (2)	14,600
Growler (3)	149,400	Two Brothers (2)	32,500
Harold (1)	6,000	Virginia & Joan (1)	24,100
Heedia (4)	101,000	Wanderer (3)	115,000
Hilda (6)	94,700	Whaler (3)	197,700
Hiram II (5)	110,200	William Chesebro (1)	33,000
H. M. Jackson (1)	35,000	Winifred (1)	35,000
Hope (1)	3,000	Winifred M. (4)	72,000

Scallop Draggers (Landings in Gallons)

Acushnet (2)	2,300	Jerry & Jimmy (2)	3,000
Antonio (2)	2,900	Louis Thebaud (2)	2,725
Bobby & Harvey (1)	1,500	Muriel & Russell (2)	2,950
Carol & Estelle (3)	4,340	Palestine (2)	2,700
Four Sisters (2)	2,400	Shannon (1)	750
Friendship (1)	1,300	Winifred Martin (3)	3,950
Irene & Mabel (1)	1,350		

Briggs Adds Star To Pennant

THE Briggs Clarifier Company, Washington, D. C., designers and manufacturers of oil filtration equipment, has earned the right to add a star to the Army-Navy "E" pennant which was awarded the Company last September.

Announcement of the Star Award was made in a letter from Admiral C. C. Bloch, Chairman of the Navy Board for Production Awards, to S. W. Briggs, founder and general manager.

In accordance with the desire of the Navy Department, no special award ceremony was held beyond a simple announcement, since this would have interrupted production.

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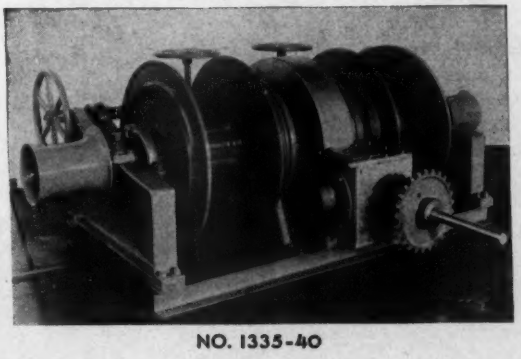

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Complete Deck and Underwater Equipment: Shafts, Stern Bearings, Stuffing Boxes, Bollards

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BUILT TO YOUR ORDER

Wood Construction Up to 135 Feet

Our present program with the U. S. Navy for the delivery of nine 110 ft. Submarine Chasers and three 72 ft. Patrol vessels for the British Government *will not* interfere with our serving *you*.

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Why bethanized trawler line lasts longer

Bethanized trawler line outlasts ordinary zinc-coated line because the zinc is locked to the wires by electricity. The coating, applied by an electrolytic process, is absolutely uniform, both around and along each wire. It is 99.9+ per cent pure, making it virtually crackproof and unusually resistant to salt-water corrosion. Furthermore, the wires in bethanized trawler line are every bit as strong and tough as those in uncoated wire rope. Now that you must get the utmost service from your trawler line, buy bethanized line.

New Brunswick Weirmen See Good Fishing

By C. A. Dixon

FOLLOWING the cessation of another successful purse seining season, in which, during the month of March alone seiners made approximately $110,000.00 gross income in Charlotte County, N. B., the big fish school, from which so many herring had been taken moved inshore at a rapid rate in April, and sardine weirs along the southern New Brunswick mainland shore and at West Isles caught satisfactory quantities of fish from the middle of the month on. The weirmen in general were unready to welcome the school at the mouths of their weirs, owing to delayed repair and construction work, and some very valuable quantities of fish were lost. A number of weirs at Deer Island and nearby waters of the outlying islands, however, shared in the "strike" and money commenced to flow into the coffers of the fishermen right at the beginning of the 1944 sardine weir fishing season—a condition exactly opposite that which prevailed during the spring of 1943 when weir fishing was a blank after seining operations had ceased. It looks as if 1944 will be another bang-up year for weirmen as the presence of large quantities of small herring, known as brit and snippers, denote the possibility of good and steady fishing.

Want Freezers and Storage

Fishermen, dealers, and allied business men are interested in the moves being made to have rapid-freezing and cold storage plants established in the Maritimes and in Maine, the former with the aid of federal funds from Ottawa for freezing and fish-processing plants, if this can be obtained. It is hoped that a plant which may be built by Frank R. Neal of Eastport, Me., at a reported cost of from $100,000.00 to $200,000.00, will materialize and make of that most eastern port in the United States a fish producing and trucking center for distribution that will handle at least 20,000,000 pounds of fish annually. Mr. Neal for many years was general manager of the East Coast Fisheries at Boston Fish Pier, and for some years past has conducted a general fish business at Eastport. He has had experience in the building of freezers in Massachusetts and Maine. He has recently acquired what is locally known in Eastport as the Factory Five lot, once owned by the Seacoast Canning Co., and located at a very favorable waterfront site.

Need Additional Plants

The Maritime delegation of representatives of the Governments of New Brunswick, Nova Scotia and Prince Edward Island and the organization known as the United Maritime Fishermen recently went to Ottawa to confer with the Minister of Fisheries regarding the establishment of additional fish processing plants and cold storage facilities in the Maritime provinces; also the creation of extended credit facilities for fishermen in order to have them take full advantage of modern fishing equipment and methods. The conference lasted for 2 days and the importance of improved marketing methods was also a matter for full discussion. Minister Bertrand said the gathering was not one for executive action but for the clarifying of ideas and bringing out information on essential matters.

Watch Dragger

The Norwegian-Canadian Packers of Norway, N. B., formerly Chamcook, in Charlotte County adjacent to Washington County, Me., have commissioned the small dragger *Norway*, the first of its kind to operate from local territory. The boat is 72.7 feet long and has a registered tonnage of 40.66, and is operating in outside waters. The operations will be watched with great interest, and, if successful, undoubtedly will influence other fishermen or fish dealers to adopt this method.

Herring Prices

Boatmen at Grand Manan are receiving $6.00 a hogshead freight on herring from the St. Mary's Bay district in Nova Scotia to home ports, the equivalent of 20 cents a box for each box of boneless smoked herring or bloaters—as much as the smoked fish themselves came to a few years ago. Last fall smoked herring sold at Grand Manan for more than $2.00 a box of 18 pounds in the unprocessed state, and one report stated that $2.20 was received for some of the product toward the clean-up end of the season.

Navies Harness Diesel Horsepower To Salvage Huge Tonnage

THE vast ship-salvage program now being carried on by the United States and British Navies is reclaiming millions of tons of Allied shipping casualties according to B. B. Williams, Chairman of the Board of The Cooper-Bessemer Corporation.

By far the most pretentious long-range operation of its kind ever undertaken in the history of marine salvage, it is already paying tremendous dividends in reclaiming torpedoed and bomb-blasted hulks and valuable cargo.

On the basis of the volume already recovered, it has been estimated that the total cost of the salvage ships for this huge United States-British marine reclamation project will amount to only about one percent of the value of the materials to be salvaged.

In every class of job to be handled by today's salvage vessel, the procedures are all planned around the ship's power supplied by her Diesels. Ships that are disabled but not sunk represent a large proportion of the jobs. In such cases, patching mats placed over the holes, plus quick action in pumping out the water taken aboard, and fast emergency repairs to machinery and communication systems, will frequently permit a ship to proceed under her own power.

When the damage is more extensive and the craft can be made to remain on the surface, a specially devised towing winch, equipped with a shock-absorber and operated by Diesels, is used to tow the ship into port for complete repair and overhaul.

The most spectacular phase of salvage is the raising of sunken ships. Careful inspection and analysis of prevailing conditions are vital in determining the procedures to follow. After divers have located and measured all holes, naval engineers specify which holes are to be sealed to make them watertight. Sometimes it is only necessary to plug a few openings under water in order to make the hull buoyant. Here again Diesels are pressed into service for driving the air compressors. By forcing this air through hose lines the water in sealed-off compartments can be blown out, causing the ship to become buoyant and rise to the surface.

Another practice, commonly used where ships are in shallow waters, necessitates building a cofferdam type structure around selected hatch openings and constructing it high enough to extend above the surface of the water. Powerful pumps, with motive power supplied by Diesel generated electrical energy, then literally "bail out" the trapped water to restore buoyancy.

Where the cofferdam method is not practical, huge pontoons may be submerged and made fast to the wreck, then pumped out to accomplish the same purpose. This type of operation is most satisfactory where relatively small craft, such as submarines, are involved and where the sinking occurs at greater depths. A hydraulically-operated lance is frequently used on such jobs to tunnel channels under the hull and thus permit heavy chains to be passed underneath and around the entire vessel. These chains connected to Diesel-powered winches haul the craft to the surface.

In addition to the notable improvements made in the various methods of raising sunken ships, one of the major advancements is the newly designed and extremely serviceable salvage vessels of the type known as the "ARS" and "BARS".

Built along the lines of a large ocean tug, these craft are veritable sea-going machine shops complete with lathes, metal benders, drilling and threading machines, and cutting tools. Other shipboard equipment essential to modern salvaging operations includes a 6-ton and a 10-ton hoisting winch, a towing winch, air compressors and elaborate fire-fighting apparatus.

The actual amount of salvagable ships and cargo is incalculable, since in any estimate consideration must be given to the immeasurable value of reclaiming for service various ships the equivalent of which could not be built due to the overtaxed conditions of our shipyards. Salvage experts agree, however, that over a billion dollars in "lost" merchant shipping will be salvaged within a short time after the present program has reached maximum operating capacity.

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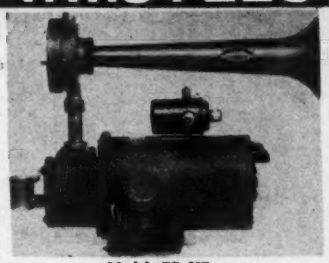

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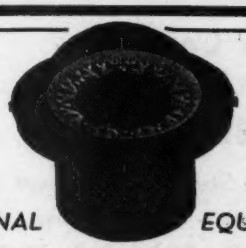

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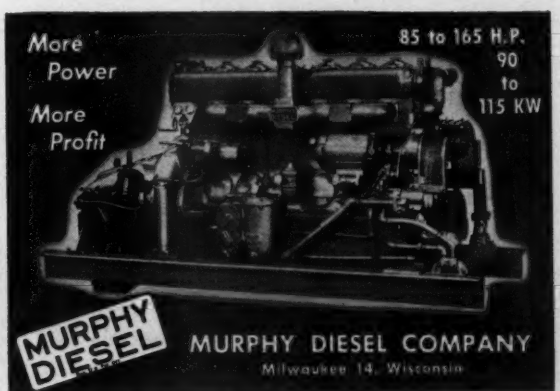

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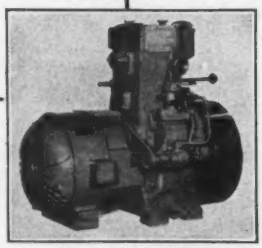

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International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

"George Eldridge" Christened By Mrs. Wilfrid O. White

Of particular interest to New England mariners was the launching of the Liberty Ship *George Eldridge* at the Wes Yard of the New England Shipbuilding Corporation, Portland, Maine, on April 18. The ship, named after the famous chartmaker and hydrographer of Chatham, Cape Cod, was sponsored by his granddaughter, Mrs. Wilfrid O. White of Boston, and the launching was attended by grandchildren and great-grandchildren of the famous Captain, whose charts, coast pilots and nautical publications were in general use between 1860 and 1925 on the New England Coast.

The Eldridge charts were much in demand and were famous because of their legibility, and because they contained the practical information that seamen required, and which oftentimes was lacking in the Government charts of that period. A great deal of the chart work was done by actual surveys made by Captain Eldridge and his son George W. Eldridge, especially where there was a lack of local information available. This was particularly true of Nantucket Sound in the vicinity of the dreaded Pollock Rip Shoals, and the first chart received so much appreciation that it encouraged them to go further afield.

The first large, full scale chart was from Gay Head to Chatham, and finally a whole series of charts from New York to Eastport were published and were in general demand for many years; and even today there are many calls for them although they are not in existence. Besides these large scale charts several other general charts were published covering the coast from Newfoundland to the Gulf; also the Delaware and Chesapeake Bays. They were the originators and publishers of the Eldridge Tide and Pilot Book, which is still published in Boston by Wilfrid O. White, well known in navigational circles.

"E" Awarded Buda

THE Buda Company, which has been involved almost 100% in the War effort for the last 4 years in the production of Diesel and gasoline engines, generator sets, fire pumps, lifting jacks and various railroad equipment for the U. S. Army and Navy, was awarded the Army-Navy "E" Flag on April 27. The ceremony was attended by over 5,000 people including employees and guests. Colonel Luke W. Finlay, Executive to Chief of Transportation Corps, Washington, was the principal speaker; and the "E" Flag was accepted by J. S. Dempesy, president of the company. Lt. Commander Carl C. Stockholm, Commanding Officer, Shore Patrol, Ninth Naval District, presented the "E" pins to the five representative employees who were elected by impartial ballot.

New "Special Lines" Battery Catalog

WILLARD Storage Battery Company, Cleveland, Ohio, has just issued a new "Special Lines" Catalog. Like the Willard Battery Catalog issued last year, the Willard Special Lines Catalog has several noteworthy service features. In addition to plenty of color photographs and short descriptive copy, detailed specifications for 169 Special Lines battery types are shown. There is also a section on "How to Buy a Battery," which includes an Application Guide Chart of specific battery type recommendations for specific kinds of service.

Available in a bound edition for those who are interested in all Special Lines batteries, this catalog is also published in a loose leaf edition, permitting selection of only such individual sections as are of immediate interest to any given battery user.

New "Perko" Catalog

THE Perkins Marine Lamp and Hardware Corp., 1943 Pitkin Avenue, Brooklyn, N. Y. has issued a new catalog for 1944 containing 144 pages in a loose-leaf binder. The 1,000 or more items illustrated, described and priced include marine lamps, hardware, specialties, and Columbian Bronze propellers, Maxim silencers and Danforth anchors. This is a useful and up-to-date catalog of available marine supplies.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ALARM SIGNAL

Flack Engineering Co., 1505 Eastern St., Baltimore, Md.

ANCHORS

R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS

*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

*Submarine Signal Co., 160 State St., Boston, Mass.
Bludworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Superior Diesels, Springfield, Ohio.
*Oxco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
*Palmer Bros. Engines, Inc., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minnesota.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Oxco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

*Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.
*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE

Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH SCALERS
Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
L. D. Lothrop Sons, Gloucester, Mass.

GASKETS

Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING

Fitzgerald Mfg. Co., Torrington, Conn.

GLUE

*L. W. Ferdinand & Co., 509 Albany St., Boston, Mass.

HOOKS, FISH

Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS

Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.
Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS

Fitzgerald Mfg. Co., Torrington, Conn.

PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.

PLYWOOD

*Harbor Plywood Corp., Hoquiam, Washington

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES

*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

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REVERSE AND REDUCTION GEARS

Snow-Nabstedt Gear Corp., 25 Fox St., New Haven, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS

*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

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Sudbury Laboratory, 504 Dutton Rd., So. Sudbury, Mass.

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*Camden Shipbuilding & Marine Railway Co., Camden, Me.
*Casey Boat Building Co., Inc., Fairhaven, Mass.
*Defoe Shipbuilding Co., Bay City, Michigan
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
*Essex Boat Works, Inc., Essex, Conn.
Goudy & Stevens, E. Boothbay, Me.
*Wm. Edgar John & Associates, Inc., Milton Point, Rye, N. Y.
*North American Motor Marine, Inc., 610 Fifth Ave., New York 20, N. Y.
*Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.
*Perkins & Vaughan, Inc., Wickford, R. I.
Reed Brothers, Boothbay Harbor, Me.
W. A. Robinson, Inc., Ipswich, Mass.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
*The Somerset Shipyards, Inc., P.O. Box 831, Fall River, Mass.
*Waldoboro Shipyard, Inc., Waldoboro, Maine
*Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

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*The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

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*Hathaway Machinery Co., New Bedford, Mass.
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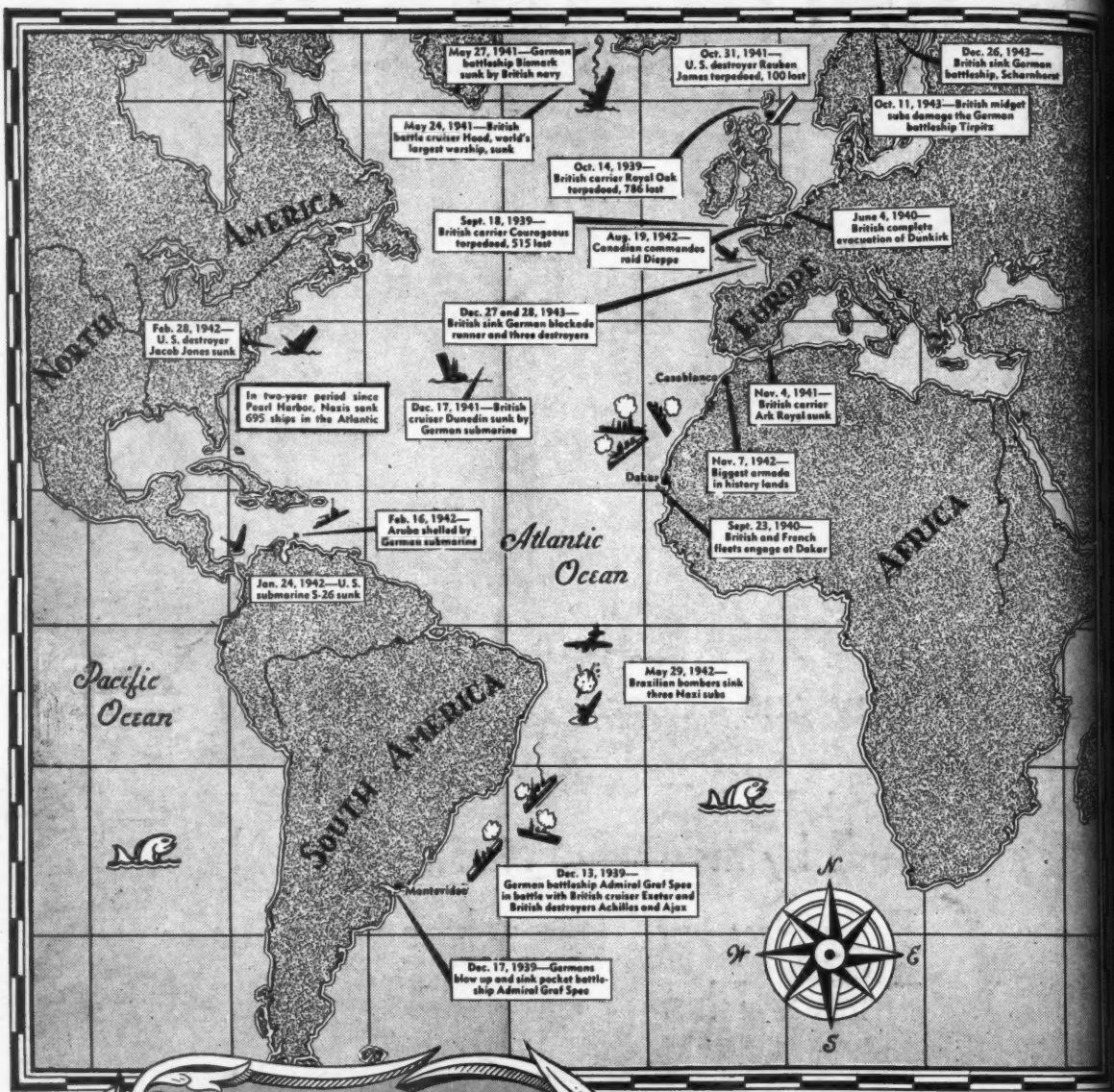
May 27, 1941—German battleship Bismark sunk by British navy
Oct. 31, 1941—U. S. destroyer Reuben James torpedoed, 100 lost
Dec. 26, 1943—British sink German battleship, Scharnhorst
Oct. 11, 1943—British midget subs damage the German battleship Tirpitz
May 24, 1941—British battle cruiser Hood, world's largest warship, sunk
Oct. 14, 1939—British carrier Royal Oak torpedoed, 786 lost
Sept. 18, 1939—British carrier Courageous torpedoed, 515 lost
Aug. 19, 1942—Canadian commandos raid Dieppe
June 4, 1940—British complete evacuation of Dunkirk
NORTH AMERICA
EUROPE
Dec. 27 and 28, 1943—British sink German blockade runner and three destroyers
Feb. 28, 1942—U. S. destroyer Jacob Jones sunk
Casablanca
In two-year period since Pearl Harbor, Nazis sank 695 ships in the Atlantic
Dec. 17, 1941—British cruiser Dunedin sunk by German submarine
Nov. 4, 1941—British carrier Ark Royal sunk
Nov. 7, 1942—Biggest armada in history lands
Dakar
Feb. 16, 1942—Aruba shelled by German submarine
Atlantic Ocean
Sept. 23, 1940—British and French fleets engage at Dakar
AFRICA
Jan. 24, 1942—U. S. submarine S-26 sunk
Pacific Ocean
May 29, 1942—Brazilian bombers sink three Nazi subs
SOUTH AMERICA
Dec. 13, 1939—German battleship Admiral Graf Spee in battle with British cruiser Exeter and British destroyers Achilles and Ajax
Montevideo
Dec. 17, 1939—Germans blow up and sink pocket battleship Admiral Graf Spee
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